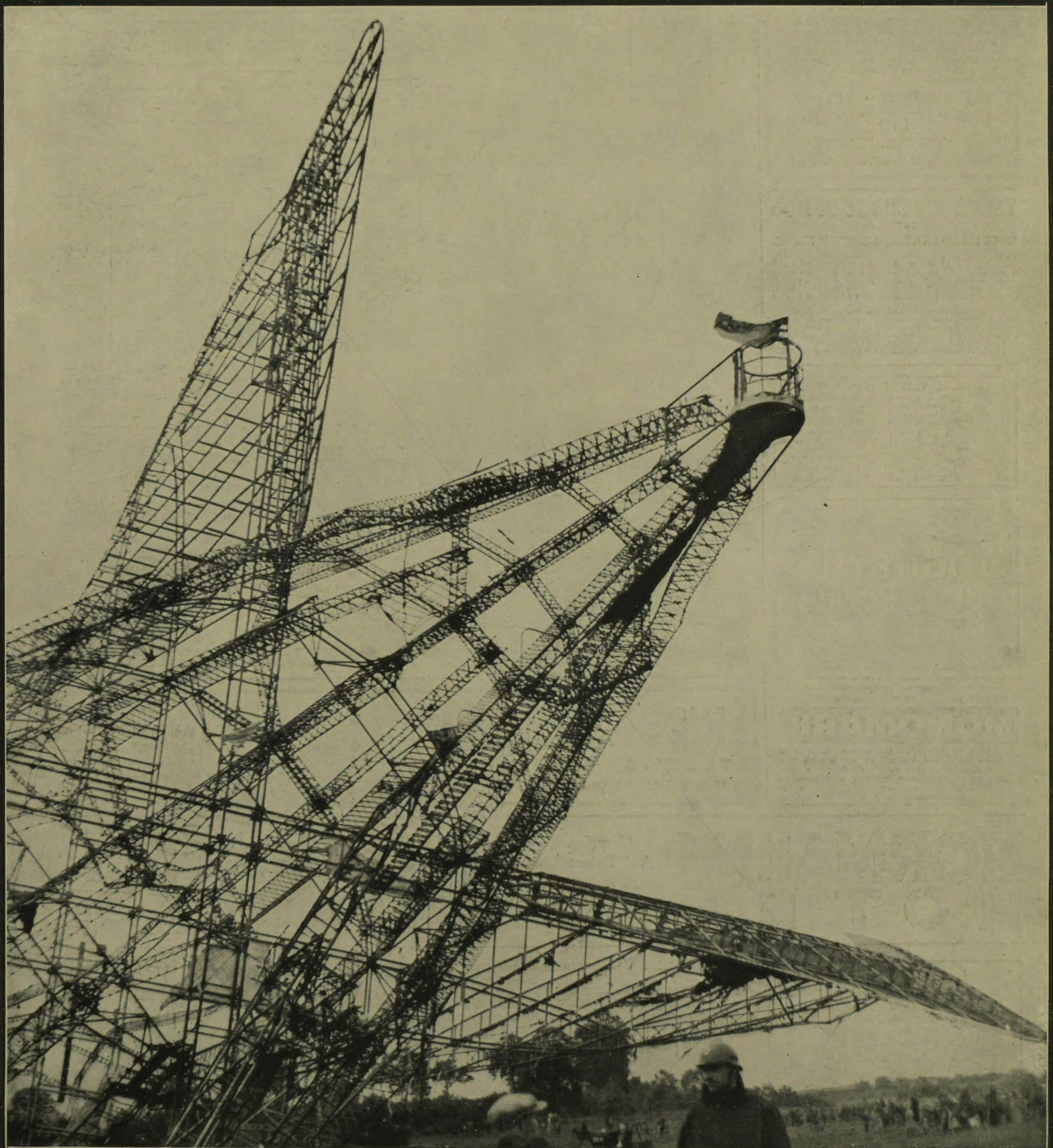


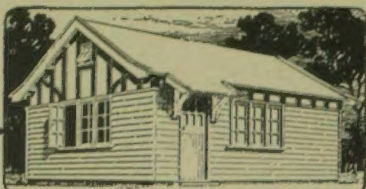
THE ILLUSTRATED LONDON NEWS



“R 101” Disaster: Special Number.



WITH HER FLAG STILL FLYING: WRECKAGE OF THE “R 101” AFTER THE TRAGEDY.



GET READY FOR WINTER

BE prepared for indoor recreation, billiards, dancing or other social pastimes during the coming long winter evenings by installing one of our Billiard or Recreation Rooms NOW. Our No. 72 as here shown is of ample dimensions for all ordinary purposes. Sturdily constructed of selected red deal throughout. Walls covered rebated weatherboards with asbestos panelled gables and timber overlays, lined inside with matching. Bitumen roof over 1" matching, 1" tongued and grooved floor on strong joists. Ample light and ventilation by opening casement windows glazed sheet glass. Part glass door, lock and key. Outside woodwork treated with preservatives, doors and windows painted. In sections ready to erect. Delivered carriage paid to any Goods Station in England or Wales.

24' long, 18' wide, £96 : 15 : 0
8' to eaves

A good range of Buildings and Bungalows can be seen erected at our Works at any time. For designs and prices of every conceivable kind of Recreation Room, Bungalow, Chalet or other Portable Building, send for our 156 page illustrated Catalogue No. L.N.112, free on request.

BROWNE & LILLY
LTD

THAMES SIDE, READING.

Phone: Reading 587, Grams: 'Portable, Reading.'

TERMS OF SUBSCRIPTION

(1930) TO

'THE ILLUSTRATED LONDON NEWS

	U.K.	CANADA.	ABROAD.
12 Months (In- cluding Xmas No.)	£3 4 0	£3 1 8	£3 11 4
6 Months.....	£1 10 0	£1 9 3	£1 13 9
(Including Xmas No.)	£1 14 0	£1 12 6	£1 17 8
3 Months.....	15 0	14 8	17 0
(Including Xmas No.)	18 10	17 10	£1 0 4

Subscriptions must be paid in advance, direct to the Publishing Office, Inveresk House, 346 Strand, in English money; by cheques, crossed "The National Provincial & Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Inveresk House, 346 Strand, London, W.C.2

TURNSTILES, TURRET CLOCKS, PUMPS & VALVES.



TESTERS.
RECORDERS.
Tyre Pumps for
Large and Private
Garages.
Sir W.H. BAILEY & Co. Ltd.
Albion Works,
MANCHESTER.

For cleaning Silver, Electro Plate &c.

**Goddard's
Plate Powder**

Sold everywhere 6" 1" 2" & 4"

J. Goddard & Sons, Station Street, Leicester

You can recognise a Commercial

MONOMARK

by the prefix BCM (examples BCM/EGE, BCM/ACME). To get in touch with the maker of goods so marked write the Monomark upon an envelope, add "London W.C.1." and post as usual. Details of Monomarks free from BCM/MONO, W.C.1.

HIGHLAND QUEEN

The WHISKY with
the **BIG NAME**

Product of the largest independent
Distillers in Scotland.



MACDONALD & MUIR, Distillers, LEITH; also GLASGOW and LONDON.

NICE

ATLANTIC
HOTEL

Newest first-class Hotel
of distinction.

Greatest comfort at
moderate terms.

Concerts, Dances.



STAMPS

Fine Selection of the
Rare Stamps of all
countries sent on ap-
proval, at 9d. in the 1/- discount off catalogue prices.
G. G. Waitt, "The Outspan," Whitstable, Kent.

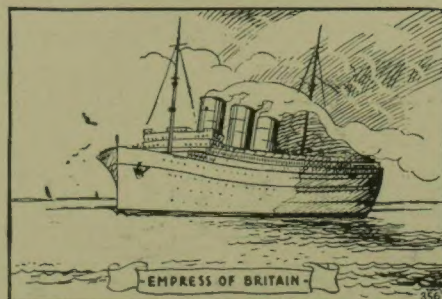
**NORMANDY
HOTEL**

Completely renovated in 1930.
A "Palace" with reasonable rates.
200 Rooms. 200 Bathrooms.
200 Telephones.
Finest French Cuisine; Bar.

P A R I S
7 RUE DE L'ÉCHELLE
(AVENUE DE L'OPÉRA.)



The New Canadian Pacific Liner
Ready Spring 1931
"EMPRESS OF BRITAIN"
The largest liner in the Canadian trade
British Consols
Cigarettes
The Largest Independent Brand in Canada
Every C.P.R. Liner to Canada carries British Consols



THE ILLUSTRATED LONDON NEWS



THE IDEAL FABRIC FOR AUTUMN WEAR

LIBERTY VELVETEEN

UNEXCELLED FOR ITS BEAUTIFUL COLOURING, RICHNESS & DURABILITY

8/11 A YARD, 26 INS. WIDE. 11/6 A YARD, 35 INS. WIDE. 12/9 A YARD, 40 INS. WIDE. PATTERNS POST FREE
LIBERTY & CO LTD REGENT STREET, LONDON, W.1.

AUSTRALIA BY THE ORIENT LINE

Under Contract to carry His Majesty's Mails.

Through tickets to NEW ZEALAND and TASMANIA.
Tickets interchangeable with other Lines.

HOLIDAY TRIPS TO SPAIN, MOROCCO,
RIVIERA, ITALY, EGYPT, and CEYLON.
CRUISES BY 20,000 TON STEAMERS.

	Tons.	London.	Toulon.	Naples.
ORAMA	20,000	Oct. 11	Oct. 17	Oct. 19
ORFORD	20,000	Oct. 25	Oct. 31	Nov. 2
OTRANTO	20,000	Nov. 8	Nov. 14	Nov. 16
ORMONDE	15,000	Dec. 6	Dec. 12	Dec. 14
ORSOVA	12,000	Dec. 20	Dec. 26	Dec. 28
ORONTES	20,000	Jan. 3	Jan. 9	Jan. 11
ORONSAY	20,000	Jan. 17	Jan. 23	Jan. 25

Managers—ANDERSON GREEN & CO. LTD.
Head Office: 5, Fenchurch Av., E.C.3. Branch Offices:
14, Cockspur St. S.W.1; No. 1, Australia House, Strand.



ROYAL EXCHANGE
ASSURANCE: 1720

ALL CLASSES OF INSURANCE TRANSACTED.

For full particulars apply to the General Manager,

Head Office: ROYAL EXCHANGE, LONDON, E.C. 3

GENUINE IRISH TWEEDS TAILORED TO MEASURE.

A tailoring staff with over thirty years' experience makes up Hamilton's Irish materials for ladies and gentlemen; measurement charts which anyone, anywhere, can complete, furnish all information necessary.

Sold in lengths, or in garments tailored to measure by men tailors. Our simple self-measurement system ensures perfect fit: satisfaction and safe delivery guaranteed. Patterns and literature post free on request.
Write Desk 18.

THE WHITE HOUSE,
PORTRUSH, NORTH IRELAND.

No Branches or Agencies.

For uses innumerable.

On Sale Everywhere.
Tubes, 4d., 6d., 9d.

SECCOTINE

(Registered Trade Mark)

A CHILD CAN MAKE OR MEND WITH IT. THE SCIENTIST USES IT.

Write for free booklet.

M'Caw, Stevenson &
Orr, Limited, Belfast.

Motorists!

DIRSOF

THE NEW NON-SCRATCH CREAM OF CLEANERS

takes grease from your hands
and tar from your car in no time

SQUARE 6d BOTTLE

Sold Everywhere.
RONUK LTD., PORTSLADE.

PINT 1/3 BOTTLE

PARIS: ST. LAZARE STATION

Telegraphic Address: TERMINUS 118 PARIS

HOTEL TERMINUS

500 BEDROOMS WITH BATH OR RUNNING WATER

ENTIRELY RENOVATED

IN DIRECT CONNECTION WITH THE PLATFORMS OF
THE ST. LAZARE STATION

The **BIG**
SUNRIPE
IS HERE AGAIN

NO COUPONS

SUNRIPE 'EXTRA'
CIGARETTES

'For Size and Tone
They stand Alone'

Also 50s
10 for 6d. 20 for 1/- & 100s boxes

NEW FUR-TRIMMED COATS



"Dalmeny"

"Dunster."

"Dalmeny"—Navy Frieze Face Cloth is chosen for this elegant Coat, trimmed with very fine skins of natural Musquash. The sleeves are cut with the newest cape effect. Suitable for smart wear. Women's size.

12 Gns.

"Dunster."—Elegance and charm are combined in this model Coat. Perfectly tailored in black Barathea, with the newest bolero effect. The collar and entire sleeves are in Lister Broadtail. Finished with novelty black and white flower at neck. One only. Women's size.

12 Gns.

SWAN & EDGAR

SWAN & EDGAR LTD,

LONDON W.1.

Phone: Regent 1616

GIVE YOUR CHILDREN ROBOLEINE THIS WINTER

For young and old in cases of malnutrition, debility, sleeplessness, loss of weight, Roboleine has been recommended by the medical profession for over 20 years.



Roboleine

The Food that Builds the Body

Contains all the vitamins known to medical science and gives back the strength lost during illness.

ROBOLEINE MAKES GOOD BLOOD, FIRM FLESH AND STURDY BONE.

ASK YOUR DOCTOR.

OPPENHEIMER, SON & Co., Ltd., Handforth Laboratories, LONDON, S.W. 9

All-weather GOLF JACKETS

from Gorrings



GOLF COATS FOR MEN (illustrated below). In a Smart Brown shade of Persian Leather, wind and weather-proof. Tailored on roomy lines to give complete freedom of movement. The Collar, Cuffs and Hips are finished with fine knitted wool. Button front as sketch

All sizes, 60/- 75/- 90/-

With Zip Fastening down the front, 90/- 105/-



MOOR (illustrated above). Made in Brown Suède. Beautifully light in texture; pliable Collar, Cuffs and basque of fine ribbed wool to tone. Zip fastenings, handy pockets.

Price 89/6

Also with button fastening, 79/6

GORRINGES

TWO MINUTES FROM VICTORIA STATION

BUCKINGHAM PALACE RD., LONDON, S.W.1
Frederick Gorrings, Ltd. Telephone, Victoria 8600.

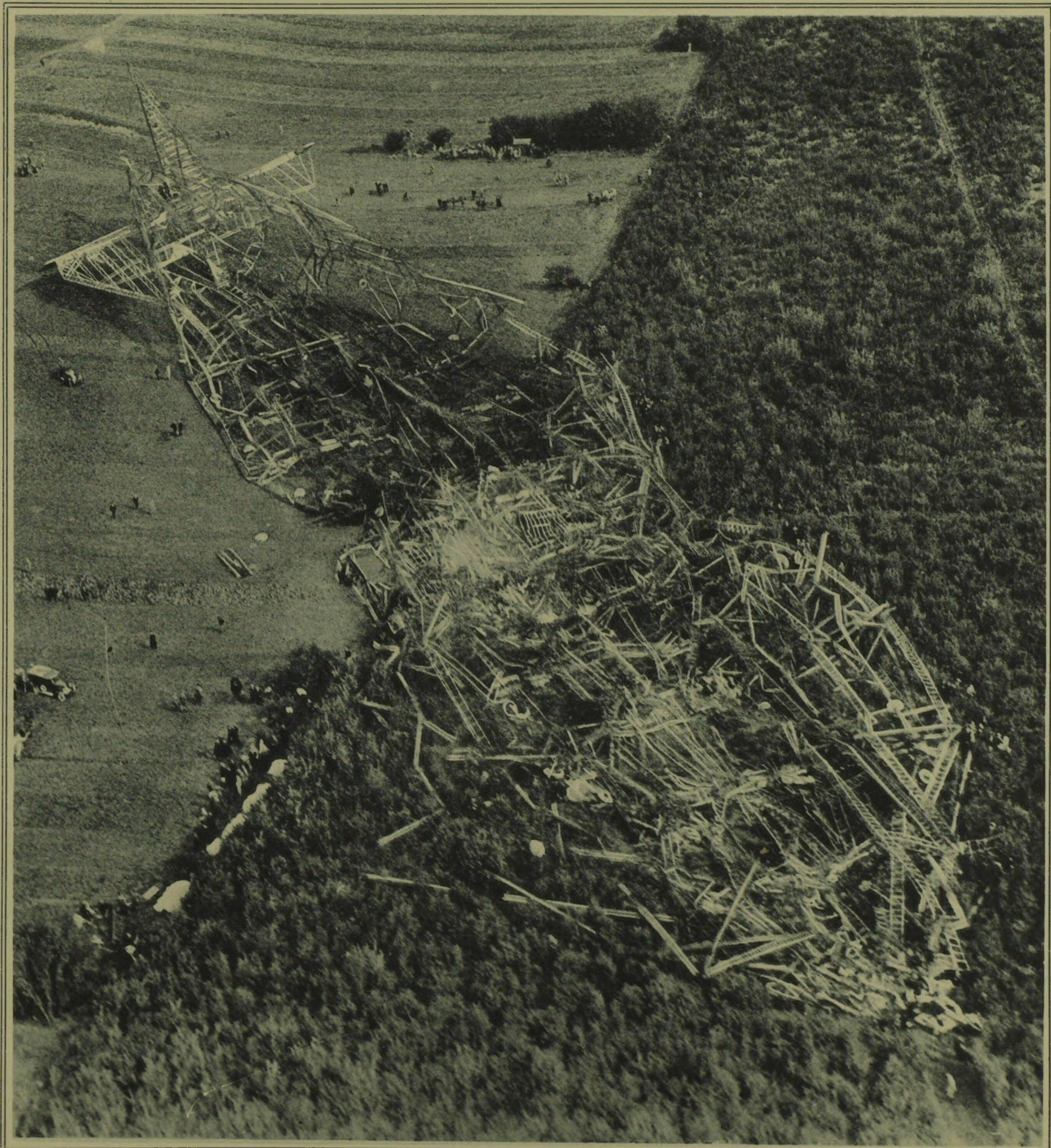
THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, OCTOBER 11, 1930.

605

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE GREATEST DISASTER IN THE HISTORY OF AVIATION: THE TORN AND TWISTED SKELETON OF "R 101": AN AERIAL VIEW OF THE WRECK ON A HILLSIDE NEAR BEAUVAIS.

The destruction of the great British airship "R 101," which crashed in France at the outset of her projected flight to Egypt and India, in the early hours of Sunday, October 5, and was destroyed by fire, was a terrible blow to British aeronautics, more particularly in the loss of so many lives valuable to airship development. Here the wreck of the great airship is seen on a wooded hillside

near the village of Allonne, a few miles south of Beauvais. The nose of the ship is seen among the trees in the foreground, and at the after-end is the framework of the rudders and elevators. Amidships, at the edge of the wood, are the burnt-out passenger quarters, whose distinguished occupants, including Lord Thomson and Sir Sefton Brancker, all perished. Detailed illustrations appear on later pages.



By G. K. CHESTERTON.

IS the present generation better educated than the last generation? Is it more intelligent than any one of any number of past generations? Most of those writing on the subject say "Yes." Most of them, by a curious coincidence, belong to the present generation, or some very recent generation. I have no axe to grind in the matter; neither the ancestral axe of Brutus, red with the blood of his sons, nor the latest pattern of guillotine on which a revolutionary son can enthusiastically execute his father. There are some matters in which the world has lately veered towards my own opinions; some matters in which it has turned away from them. But I have enough intellectual curiosity to have doubts, and certainly enough to make distinctions.

I think there would be a case for maintaining this: that the world has improved in everything *except* intellect. In artistic sensibilities, and even in social sympathies (at least, of a certain kind), I think there has been a quickening and a response. I think it probable that the number of people who can rapidly get used to a foreign fashion or style of ornament, who can guess what an eccentric artist is driving at, who can feel the emotions evoked by unusual music, is larger than it was in mid-Victorian times. But these things do not appeal to the intellect. And I think they appeal to the modern mood because they do not appeal to the intellect. They make signals to the sentimental part of human nature, and the code of those signals is learned more quickly than it would once have been. But when it comes to anything like a strain on the intellect as such, I think that most modern people are much stupider than those in the age of my father, and probably very much stupider than those in the age of my grandfather. I have reasons for my belief, but it illustrates my point that the modern reader would hardly listen to a long process of reasoning. I believe I could even prove it, if people now were patient enough to listen to proof.

First, it must be realised that liveliness in the preacher does not mean liveliness in the congregation. On the contrary, the extreme liveliness in the preacher is produced by dullness in the congregation. I am ready to believe, for instance, that Mr. Lloyd George is a more purely entertaining speaker than Cobden. But that is because Mr. Lloyd George speaks to men who want to be entertained. Cobden spoke to men who wanted to be convinced. The listeners provided something of the liveliness needed to carry them through a purely logical process. When there was a congregation of logicians, as there was in some of the old Scottish Calvinist kirks, the preacher could reckon on being followed when his discourse was a pure demonstration in logic. It is when the congregation is dull that it wants to be amused. Cobden stood for various views which I do not myself find

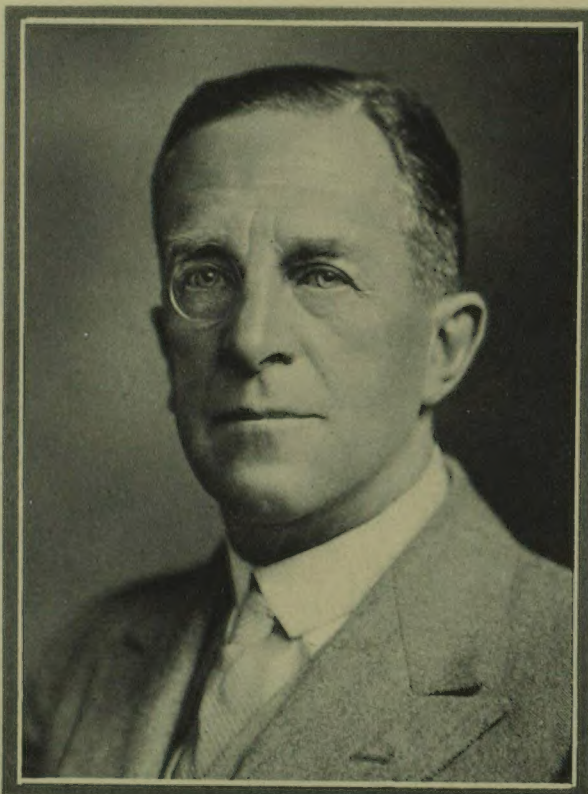
convincing; but his audience was convinced, it was not merely amused. Now, a man cannot be convinced by an argument without following the argument. He can be amused even if he goes to sleep in the middle of the argument and wakes up just in time to hear a joke about Tories drinking beer or Bolsheviks sharing boots. I believe there is infinitely less of this intellectual *attention* to an argument than there used to be.

It is illustrated, for instance, in the great modern change in the Press. I am not now arguing about whether Lord Northcliffe's revolution in journalistic methods was morally or socially good. I only say it may well stand for something which is intellectually very much to the bad. When I was a boy, the papers printed long and detailed reports of speeches by Gladstone or Goschen or Asquith, on complex controversies of economics and finance. Perhaps they were not worth printing; perhaps they were not worth

Or take another test from another type of enquiry. When all the drawing-rooms began to buzz suddenly with the name of Einstein, some of us were enabled to guess that they must once have buzzed quite as abruptly with the name of Darwin. Some of us are inclined to guess that Darwinism became a fashion long before anybody really thought it was a fact. Doubtless any number of society ladies went about saying that Professor Darwin was really too wonderful, just as they afterwards went about saying that Professor Einstein was really too wonderful. But, when all is said, there is no comparison between the two cases. Any number of people did really attack the study of biology, in order to agree or disagree with Darwin. Hardly one person in a thousand thought of attacking the higher mathematics in order to agree with Einstein. People did talk about Darwinism as well as about Darwin. Most of those who talk about Einstein talk about Einstein. They know nothing but the name, and the notion that something very important has happened in connection with the name. The talk about Darwin may have been popular science, but it was science, and it was popular. The talk about Einstein may rather be called popular nescience. He has not made astronomy really popular, as the other made biology really popular. And I really believe that the reason is a certain increased laziness of the intellect; that fewer people are ready for a long, sustained logical demonstration, quite apart from whether we think that the demonstration really demonstrates. In my boyhood there were any number of funny little atheists running about ready and eager to *prove* what they had learned from the work of Darwin. So there were any number of fanatical little Free-Traders eager to *prove* what they had learned from the speeches of Cobden. I do not find men now so eager to prove things, but, at the most, to assure me that they have been proved.

One way of putting it is that this is a

psychological age, which is the opposite of an intellectual age. It is not a question of persuading men, but of suggesting how they are persuaded. It is an age of Suggestion; that is, of appeal to the irrational part of man. Men discussed whether Free Trade was false or true; they do not so much discuss whether Empire Free Trade is false or true, as whether it is booming or slumping; whether it is based on an understanding of Mass Psychology, or whether its opponents or supporters have what Americans call Personality. It is all great fun, and there is doubtless a truth in it, as in other things. But, whatever else it is, it is not a mark of stronger mentality, and any old Scotch Calvinist farmer, who could follow his minister's desolate and appalling sermon to Seventeenthly and Lastly, had an immeasurably better brain.



THE DIRECTOR OF CIVIL AVIATION KILLED IN A TERRIBLE AIR CATASTROPHE: AIR VICE-MARSHAL SIR W. SEFTON BRANCKER, K.C.B., A.F.C.

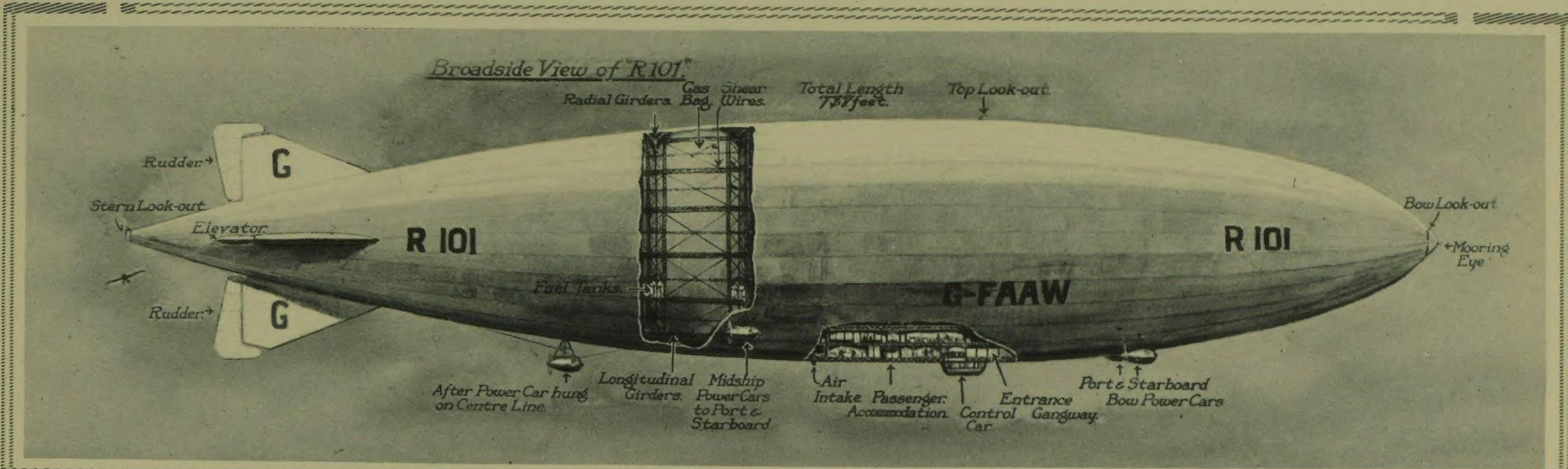
Sir Sefton Brancker was born on March 22, 1877. He entered the R.A., and served in the South African War. At the opening of the Great War he was already Deputy Director of Military Aeronautics, and by 1918 he had become Controller-General of Equipment and Master-General of the Personnel on the Air Council. After the war he showed himself to be in active sympathy with the efforts made to develop civil aviation on a sound and practical basis in this country. In 1922 he became Director of Civil Aviation to the Air Ministry. In 1924 he flew to India to survey the projected airship route.—Christopher Birdwood Thomson was some years older than Sir Sefton Brancker, having been born on April 13, 1875. He joined the Royal Engineers in 1894, and served in Mashonaland and in the South African War. In 1914 he sailed for France with Henry Wilson on the H.Q. Staff of the Expeditionary Force. He went to Bucharest in 1915, and became later the head of the British Mission to Roumania. He served in Palestine, and in 1918 worked at Versailles under Sir Henry Wilson. In 1919, having long been interested in Socialism, he retired from the Army and joined the Labour Party. In 1924 he was made head of the Air Ministry, and was created Lord Thomson of Cardington. When the Labour Party returned to power in 1929, Lord Thomson again became Secretary of State for Air.



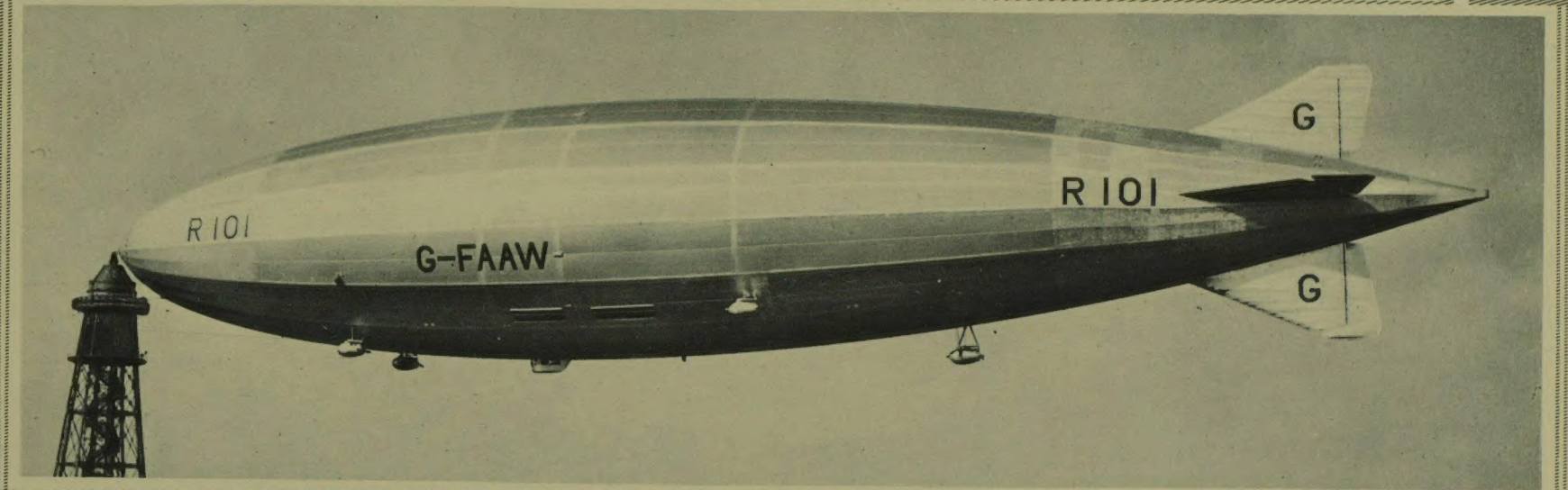
A DISTINGUISHED VICTIM OF THE GREAT AIRSHIP DISASTER: BRIG-GENERAL LORD THOMSON, C.B.E., D.S.O., SECRETARY OF STATE FOR AIR.

"R 101" JUST BEFORE THE DISASTER: VIEWS BY DAY AND NIGHT.

UPPER DRAWING BY OUR SPECIAL ARTIST, G. H. DAVIS, FROM A SKETCH MADE IN THE SHIP AT THE ROYAL AIRSHIP WORKS AT CARDINGTON, BY PERMISSION OF THE AIR MINISTRY.



"R 101" IN PICTORIAL DIAGRAM: A SIDE VIEW SHOWING THE POSITION OF THE POWER-CARS, CONTROL CAR, AND PASSENGER QUARTERS, WITH A SECTION CUT AWAY TO SHOW ONE OF THE HUGE GAS-BAGS, WHICH WERE SPLIT BY THE IMPACT AND SET ON FIRE.



"R 101" AS SHE APPEARED ON THE DAY BEFORE THE DISASTER: A PHOTOGRAPH—NOW TRAGICALLY HISTORIC—OF THE GREAT AIRSHIP SEEN SWINGING FROM THE MOORING-MAST AT CARDINGTON A FEW HOURS BEFORE SHE WAS RELEASED FOR DEPARTURE ON OCTOBER 4.



"R 101" LOOKING MUCH AS SHE WOULD HAVE APPEARED, TO OBSERVERS ON THE GROUND, ON THE NIGHT OF HER DESTRUCTION: A NIGHT PHOTOGRAPH. TAKEN BY SEARCHLIGHT, SHOWING THE GREAT AIRSHIP WITH HER LIGHTS ON, ATTACHED TO THE MOORING-MAST.

The two lower illustrations, showing "R 101" as she was shortly before the disaster, form a poignant contrast to the scenes of wreckage illustrated elsewhere. The type of mooring-mast which is now used for the "docking" of airships, not only in this country, but also in Canada, India, South Africa, Egypt, and Australia, was the invention of Major G. H. Scott, who was among the many distinguished officers who lost their lives in the disaster to "R 101." Before this system was devised, it will be recalled, airships on their return from a flight

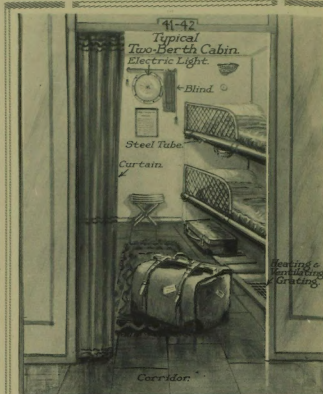
had to be brought down to ground and "man-handled" into the great sheds built for housing them—a slow, clumsy, and risky method that necessitated the use of large numbers of men. While the same method may still be used when an airship has to be taken from or moved into its hangar, Major Scott's invention rendered it possible for the craft to be moored in the open at the end of a voyage, and to remain so moored for many days in any kind of weather. Airships thus moored have been known to ride out gales blowing at eighty miles an hour.

ABOARD THE ILL-FATED "R101": QUARTERS FOR PASSENGERS

DRAWINGS BY OUR SPECIAL ARTIST, G. H. DAVIS, FROM SKETCHES MADE IN THE SHIP AT



THE FIRST AND ONLY SMOKING-ROOM (WITH SPECIAL ALUMINIUM FLOOR) EVER PROVIDED IN AN AIRSHIP—MADE POSSIBLE BY THE USE OF HEAVY OIL ENGINES THAT BURN FUEL FAR LESS INFLAMMABLE THAN PETROL: A TYPICAL GROUP.



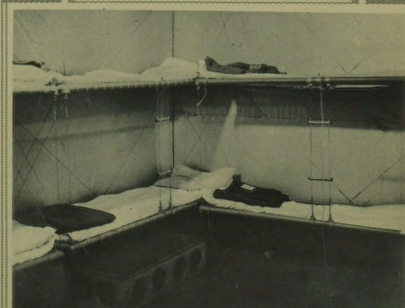
ONE OF THE SLEEPING-CABINS, THE NUMBER OF WHICH WAS RECENTLY REDUCED TO LIGHTEN THE SHIP.



THE LOUNGE ON BOARD THE LOST AIRSHIP "R101": THE LARGEST APARTMENT EVER CONSTRUCTED IN ANY AIRSHIP, MEASURING 62 FT. BY 33 FT.



HOW PASSENGERS GOT A VIEW OF THE COUNTRY BELOW DURING A FLIGHT: A TYPICAL SCENE IN ONE OF THE PROMENADES NEXT TO THE LOUNGE.

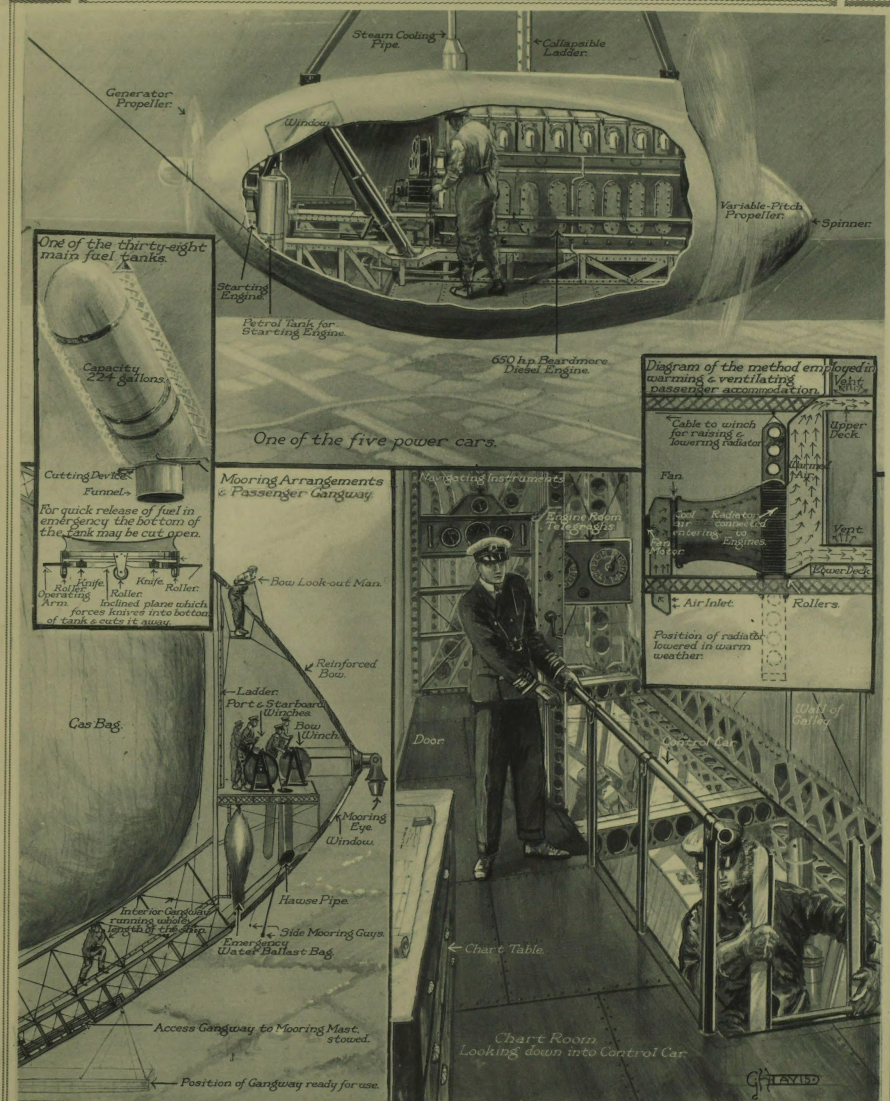


IN THE CREW'S QUARTERS ON BOARD "R101": A PHOTOGRAPH SHOWING THE TYPE OF SLEEPING ACCOMMODATION THAT WAS PROVIDED FOR THE MEN.

The above illustrations (on the left-hand page) possess a melancholy interest to-day, as showing the details of the passenger quarters on board the ill-fated airship, that were occupied by the distinguished men who perished in the disaster. The photographs were, of course, taken on previous occasions, but that showing a party at luncheon includes three of the officers who are among the dead. Wing-Commander R. B. B. Colmore was the Director of Airship Development. Lieut.-Colonel V. C. Richmond, Assistant Director of Airship Development (Technical), designed "R101." Major G. H. Scott was Assistant Director of Airship Development (Flying). The chief steward, A. H. Savidge, seen serving Major Colmore, was also among those lost. The passenger

AND CREW, AND MECHANICAL FEATURES OF THE LOST AIRSHIP.

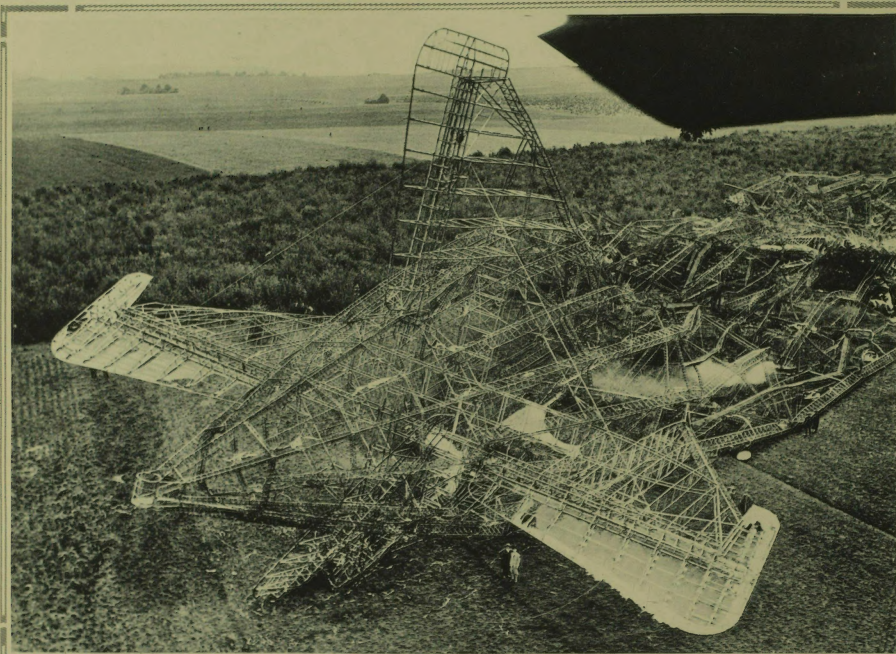
THE ROYAL AIRSHIP WORKS, CARDINGTON, BY KIND PERMISSION OF THE AIR MINISTRY.



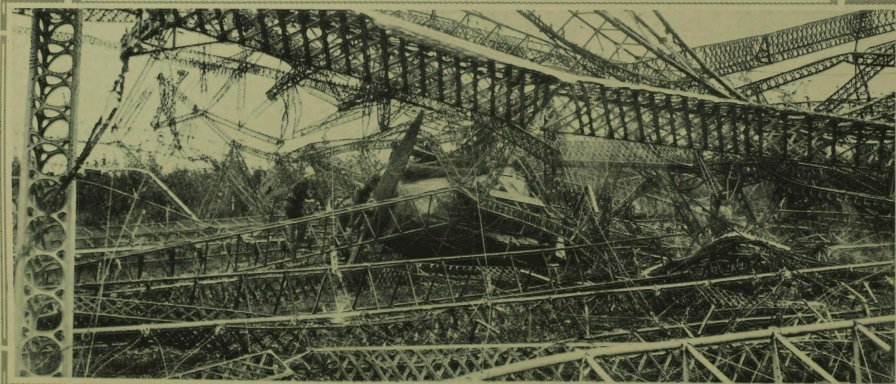
POWER AND CONTROL: TYPICAL INCIDENTS IN THE NAVIGATION OF THE AIRSHIP, INCLUDING THE INTERIOR OF A POWER-CAR, AND BELOW (ON RIGHT) THE "BRAIN" OF THE SHIP—THE CAPTAIN'S BRIDGE AND (UNDER IT) THE CONTROL CAR.

accommodation in "R101," situated just aft of the middle of the hull, was the most spacious ever provided in an airship. The lounge had a raised promenade on either side that gave a view downwards out of wide windows. The dining-room was arranged to seat fifty. There were also a number of sleeping-berths, a fireproof smoking-room, and an electric kitchen. One drawing on the right-hand page—showing one of many "quick release" fuel-tanks, for dropping its contents to lighten the ship in emergency—recalls a discovery reported on October 6. "From the mass of debris," it was stated, "there is a track of oil going across the fields. It may show that, some little time before the disaster, the Commander tried to lighten the vessel."

A NATIONAL DISASTER: THE WRECK OF "R101," WHEREIN



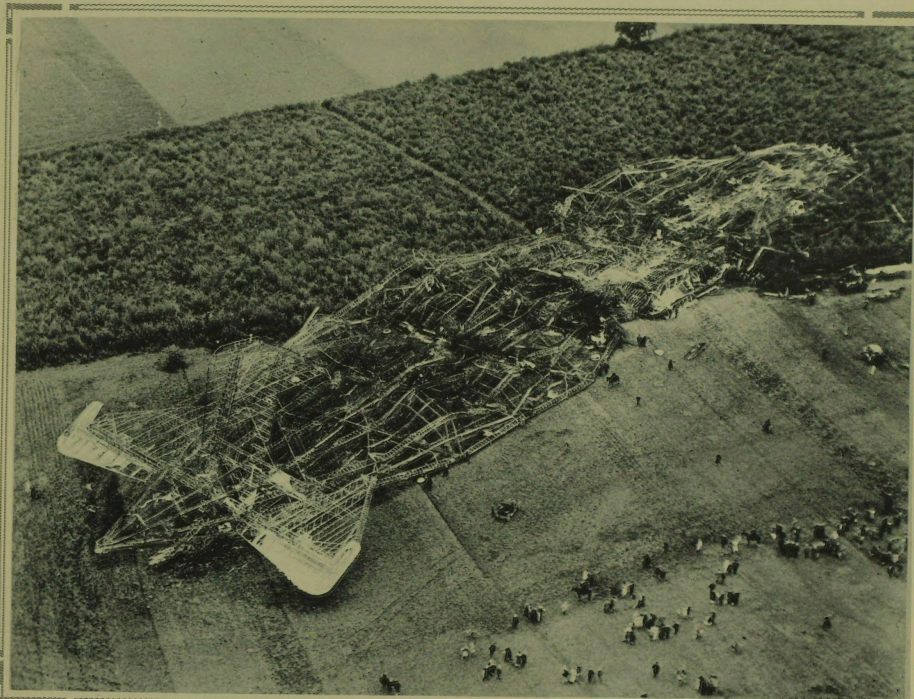
THE WRECK OF THE WORLD'S LARGEST AIRSHIP—"R101": A STERN VIEW, SHOWING VERY CLEARLY THE FRAMEWORK OF THE UPPER STEERING-RUDDER AND THE TWO ELEVATORS, OR HORIZONTAL RUDDERS, PRACTICALLY UNDAMAGED, AND THE LATTER STILL PARTLY COVERED WITH FABRIC.



ANOTHER VIEW OF THE GREAT WRECK: TANGLED DÉBRIS OF THE IMMENSE AIRSHIP, SHOWING GIRDER-WORK OF THE HULL SMASHED DOWN ON ONE OF THE POWER-CARS, WHOSE PROPELLER IS LITTLE DAMAGED, INDICATING THAT THE ENGINE WAS EVIDENTLY STOPPED BEFORE IT HIT THE GROUND.

The great British airship "R101," which left Cardington on the evening of October 4 for an experimental flight to India by way of Egypt, struck the ground near Beauvais, in the north of France, at about 2 a.m. on the following morning, and was totally destroyed by fire. Of her complement of fifty-four passengers and crew on board, forty-six perished, among them Lord Thomson, Secretary of State for Air, Sir Sefton Brancker, Director of Civil Aviation, and several other high officials of the Air Ministry. In this "national disaster"—to use the words of the King in his message of sympathy—Britain thus lost the "flower" of her resources, both personal and material, in the airship branch of aviation. Describing the wreckage as he saw it, near the village of Allonne, a

THE "FLOWER" OF BRITISH AIRSHIP SKILL HAS PERISHED.



SHOWING THE COLLAPSED 'MIDSHIPS' SECTION WITH THE QUARTERS THAT CONTAINED THE PASSENGERS: AN AIR VIEW OF THE WRECK FROM THE AFTER END OF THE SHIP, WITH FABRIC STILL PARTLY COVERING THE HORIZONTAL RUDDERS, OR ELEVATORS.



SHOWING THE ENORMOUS LENGTH OF THE WRECK, AND (CENTRE BACKGROUND) THE SEARCH FOR BODIES IN THE DÉBRIS OF THE PASSENGER QUARTERS AMIDSHIPS: THE SCENE AT ALLONNE, NEAR BEAUVAIS, WITH SPECTATORS, AND FRENCH TROOPS ON GUARD.

few miles south of Beauvais, a "Times" correspondent said: "The tail of the airship alone retained recognizable shape. . . . In the centre section the fire was fiercest. The central gangway and its railings could still be seen. All the gas-bags and the outer envelope had vanished, but through and over the distorted framework wire stays and gas-bag nettings made a fine and elaborate tracery, as though an army of gigantic spiders had already covered the useless skeleton of 'R101' with their webs. . . . Near the very centre of the ship a denser mass of wreckage indicated the quarters of the ill-fated passengers. Here domestic fittings such as staircases and water-tanks could be distinguished, and on the starboard side a row of gilded pillars—all that remained of the promenade deck."

A HOLOCAUST OF AIR EXPERTS: VICTIMS OF THE "R 101" DISASTER.



WING-COMMANDER R. B. B. COLMORE, O.B.E., R.A.F. (Director of Airship Development.)



MR. M. A. GIBLETT, M.Sc. (Superintendent of Airship Division, Meteorological Office.)



MAJ. P. BISHOP, O.B.E. (Chief Inspector, Aeronautical Inspection Department.)



SQUADRON-LEADER W. H. L. O'NEILL, M.C., R.A.F. (Representing Secretary of State for India.)



LIEUT.-COL. V. C. RICHMOND. (Assistant Director of Airship Technical Development.)



ENGINEER A. H. WATKINS.



ENGINEER W. H. KING.



MEMBERS OF THE ILL-FATED AIRSHIP'S CREW: (BACK ROW, L. TO R.) (1) P. A. FOSTER, (2) E. G. RUDD, (7) C. A. BURTON, (8) G. HUNT, (10) M. LITTLEKITT; (SEATED, L. TO R.) (1) S. T. KEELEY, (2) L. F. OUGHTON, (3) W. R. GENT, (4) FLYING-OFFICER M. STEFF, (5) SQ.-LEADER E. L. JOHNSTON, (6) MAJOR G. H. SCOTT, (7) FLIGHT-LIEUT. IRWIN, (8) LIEUT.-COMMANDER ATHERSTONE, (9) CHIEF STEWARD SAVIDGE; (SEATED ON GROUND, L. TO R.) (2) C. MASON, ALL LOST IN THE DISASTER; WHILE S. CHURCH (BACK ROW, L. TO R.) (3), J. H. BINKS (9), AND W. RADCLIFFE (SEATED ON GROUND, L. TO R.) (4) SURVIVED; W. RADCLIFFE DYING LATER OF HIS INJURIES.



ENGINEER A. C. HASTINGS.



ENGINEER C. FERGUSSON.



RIGGER H. FORD.



RIGGER A. J. RICHARDSON.



RIGGER M. G. RAMPTON.



ENGINEER W. MOULE.



ENGINEER S. E. SCOTT.



RIGGER A. W. NORCOTT.



ENGINEER R. BLAKE.



CHARGE-HAND ENGINEER T. KEY.



A PHOTOGRAPH TAKEN SHORTLY BEFORE THE START OF "R 101" FROM CARDINGTON: (L. TO R.) SQUADRON-LEADER E. L. JOHNSTON, SIR SEFTON BRANCKER, LORD THOMSON, LIEUT.-COL. V. C. RICHMOND.



RIGGER C. TAYLOR.



CHARGE-HAND ENGINEER G. SHORT.

DISTINGUISHED among the names of those who perished in the disaster to "R 101," besides Lord Thomson and Sir Sefton Brancker, of whom obituary notices will be found on another page, were Wing-Commander C. B. B. Colmore, Lieut.-Col. V. C. Richmond, and Major G. H. Scott. Wing-Commander Colmore, Director of Airship Development, was the Air Ministry Director under the Air Member of Council for all Supply and Research responsible for all airship activities. He was born in 1887. He was transferred to the Airship Section of the Royal Naval Air Service in 1916, and in 1924, when it was decided to proceed with the

[Continued opposite.]

[Continued.] development of airships, he was appointed Deputy Director of Airship Development. Lieut.-Col. V. C. Richmond was born in 1893, and joined the Airship Research Department in 1921. In 1930 he was appointed Assistant Technical Director, and designed "R 101." Major G. H. Scott was born in 1888. In 1915 he went to the airship station at Barrow and commanded the Parseval "P 4," and in 1917 "R 9," the first British rigid airship to fly. He commanded "R 34." He practically invented the mooring-mast for airships. Finally, he commanded "R 101" in trial flights and "R 100" on her flight to Canada.

THE TRAGEDY OF "R 101": SURVIVORS; RELICS; PREPARING BURIAL HONOURS.



AFTER THE BODIES HAD BEEN EXTRACTED FROM THE WRECKAGE OF "R 101": THE COFFINS OF SOME OF THE VICTIMS COVERED WITH FLOWERS AT ALLONNE.



WITH THE WRECKED FRAMEWORK OF "R 101" IN THE BACKGROUND: FRENCH SOLDIERS ARRANGING COFFINS CONTAINING BODIES OF VICTIMS TAKEN FROM THE DÉBRIS AT ALLONNE.



SEEN WITH A FRENCH AIR OFFICER OF HIGH RANK HOLDING AN INTACT WATCH AND CHAIN FOUND AMONG THE DÉBRIS: AIR CHIEF MARSHAL SIR JOHN SALMOND (EXTREME RIGHT).



THREE OF THE SEVEN SURVIVORS OF THE "R 101" DISASTER: (L. TO R.) A. V. BELL (ENGINEER), H. J. LEECH (FOREMAN ENGINEER), AND J. H. BINKS (ENGINEER).



SURVIVORS FROM A "TORNADO OF FLAME": H. J. LEECH (L.) AND J. H. BINKS (R.) SEEN IN HOSPITAL NEAR THE SCENE OF THE "R 101" DISASTER.

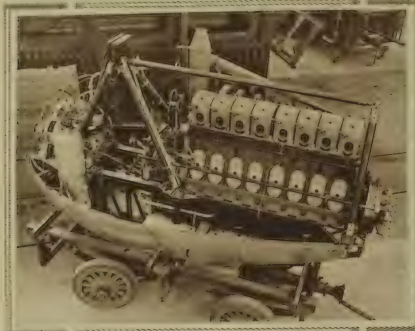


FRENCH SYMPATHY IN GREAT BRITAIN'S DISASTER: M. LAURENT-EYNAC, AIR MINISTER, BESIDE THE BED OF ONE OF THE SURVIVORS.

Survivors of the airship disaster at Allonne had moving tales to tell of their escape from the "R 101" after she had struck the hillside and burst into flames. Foreman-engineer Leech described how he found himself almost choked with fumes, and owed his escape, together with Engineers Binks and Bell, to the water-ballast tanks which, when the collision occurred, broke and drenched them. Thus they gained time to fight their way out, through two different layers of stout fabric, strengthened with wire. A wireless operator—A. Disley—also described how he was woken by an immense burst of flame which lit up the interior of the

ship. He went into the corridor and fell through a hole in the fabric. Other survivors besides Disley, Leech, Binks, and Bell were W. C. Radcliffe, wireless operator, who subsequently died of his injuries, S. Church, rigger, A. J. Cook, engineer, V. Savory, engineer, who were all seriously injured. One of the photographs reproduced above shows Sir J. Salmond, Air Chief Marshal, who, with Air Commodore F. V. Holt, Director of Technical Development, left by air for the scene of the accident on the morning of October 5. An investigating party followed later.

"R101" BEFORE AND AFTER THE OF THE AIRSHIP AS BUILT, AND



1. TO COMPARE WITH NO. 4: ONE OF THE FIVE POWER-CARS CONTAINING A BEARDMORE DIESEL ENGINE USING HEAVY OIL—AN EXPERIMENTAL TYPE OF AIRSHIP ENGINE.



2. TO COMPARE WITH NO. 3: ONE OF THE FIVE POWER-CARS OF "R101." HERE SEEN SLUNG IN THE ENGINE TEST SHED, SHOWING (LEFT) AIR-SCREW FOR DRIVING GENERATOR, AND (RIGHT) A BLADE OF THE PROPELLER.



5. TO COMPARE WITH NO. 8: ONE OF THE VERY LARGE AUTOMATIC GAS VALVES OF NEW TYPE FITTED IN "R101," DESIGNED TO ENABLE THE AIRSHIP TO RISE RAPIDLY IF CAUGHT IN A VERTICAL CURRENT, AT A MAXIMUM RATE OF 4000 FT. A MINUTE.



6. TO COMPARE WITH NO. 7: THE BOW OF THE AIRSHIP IN ITS SHED—(AT EXTREME POINT OF THE NOSE) THE MOORING EYE WITH PART OF MOORING CABLE SUSPENDED, AND (BELOW) PASSENGERS' ENTRANCE GANGWAY.



9. TO COMPARE WITH NO. 12: SOME OF THE 36 MAIN FUEL-TANKS SHOWN IN POSITION DURING THE CONSTRUCTION OF THE AIRSHIP—(IN BACKGROUND ONE OF THE GREAT GAS-BAGS, WHICSE TOTAL CAPACITY WAS 21 MILLION CUBIC FEET OF HIGHLY INFLAMMABLE HYDROGEN GAS.



10. TO COMPARE WITH NO. 11: THE AFTER-END OF "R101," SHOWING THE STEERING-RUDDERS (VERTICAL) AND HORIZONTAL RUDDERS (GOVERNING ALTITUDE), WHICH WOULD BE SUBJECTED TO SEVERE STRAIN IN HEAVY GUSTS.

GREAT DISASTER: DETAILS AS SEEN IN THE WRECKAGE.



3. TO COMPARE WITH NO. 2: ONE OF THE TWO PORT POWER-CARS AFTER THE CRASH, NOT SERIOUSLY DAMAGED, BUT SHOWING HOW IT WAS FORCED UP INTO THE MAIN HULL, WHOSE GIRDER WORK HAS COLLAPSED UPON IT.



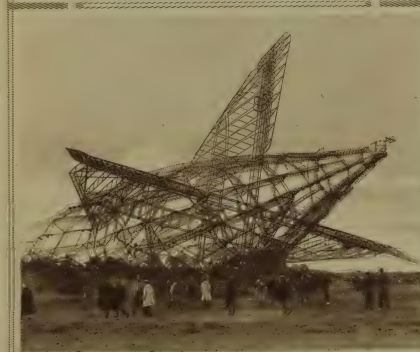
4. TO COMPARE WITH NO. 1: A POWER-CAR SMASHED—THE ENGINE ON ITS SIDE, SHOWING (BELOW IT) THE EXHAUST PIPE, WHICH WOULD BE RED-HOT, AND, IF IT MET THE HYDROGEN IN THE GAS-BAGS, WOULD CAUSE FIRE.



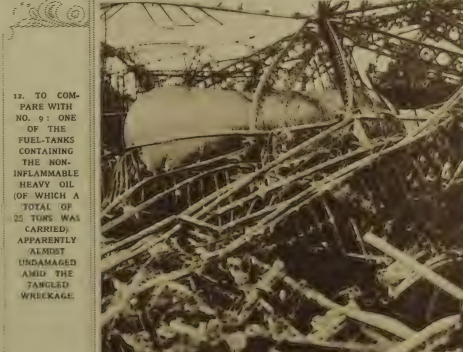
7. TO COMPARE WITH NO. 6: WRECKAGE OF THE NOSE (INCLUDING MOORING CABLE HUB)—EVIDENCE THAT, AS THE NOSE WAS NOT EMBEDDED IN SOIL, THE AIRSHIP DID NOT DRIVE HEAD-ON INTO THE GROUND.



8. TO COMPARE WITH NO. 5: PART OF THE TANGLED WRECKAGE SHOWING IN THE FORE-GROUND ONE OF THE BURST GAS-VALVES, AND (BEYOND IT) ONE OF THE POWER-CARS FORCED BY THE IMPACT UP INTO THE SHIP'S HULL.



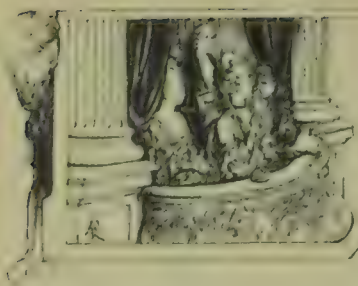
11. TO COMPARE WITH NO. 10: THE TAIL OF THE WRECKED AIRSHIP, WITH UPPER STEERING RUDDER AND HORIZONTAL RUDDERS, PRACTICALLY UNDAAMAGED, AND HER ENSIGN STILL FLYING FROM THE AFTER OBSERVATION POST.



12. TO COMPARE WITH NO. 9: ONE OF THE FUEL-TANKS CONTAINING THE NON-INFLAMMABLE HEAVY OIL (OF WHICH A TOTAL OF 22 TONS WAS CARRIED) APPARENTLY UNDAAMAGED AMID THE TANGLED WRECKAGE.

These photographs of the ill-fated airship "R101" are here arranged to draw comparisons between certain important parts of her structure before and after the disaster, as indicated in the title lines to each. Those taken after the wreck may help to throw light on certain points, but a complete explanation is, of course, impossible, and premature theories were deprecated. The air experts who immediately went to the scene of the disaster, near Beaussais, decided that a joint British and French Commission should collect evidence, and issued the following official statement: "The cause of the accident cannot be ascertained until the evidence has been sifted, but there is every reason to suppose that no explosion occurred until the airship struck the ground." Every assistance was given by the local authorities in France, and the French Air Minister, M. Laurent-Eynac, was among the first to arrive at the spot. French soldiers were placed on guard beside the wreckage. The Air Ministry announced late on October 5: "The Air Council propose to arrange for a public inquiry into the

loss of 'R101' to be held in this country, subject to co-ordination with the arrangements made by the French Government." Meanwhile, some details of the vessel's construction may be recalled. "R101" was the largest airship in the world, and took some years to build. The original estimated cost of construction was £227,000, but this figure was eventually exceeded by £35,000. She was 777 ft. long, with a girth of 132 ft. and an overall height of 140 ft. Her cubic capacity was 5,500,000 cubic feet, giving her a gross lift of nearly 166 tons. The hull was constructed in eleven large transverse frames connected by longitudinal members. The engines, which were carried in five power-cars supported beneath the hull, were each of 565 h.p. The use of heavy oil for them eliminated petrol for fuel purposes, but the weight of the engines—about 8 lb. per h.p.—was very considerable. The airship had more passengers on board than she had ever taken before, and a larger load of fuel, amounting to 25 tons, besides 6 or 7 tons of water for ballast.



The World of the Kinema.

By MICHAEL ORME.



A LÉGION D'HONNEUR OF THE SCREEN.

IT is not very often that, amidst the flood of publicity which does its best to turn the contents of one's mind, no less than one's desk, into a few dry nouns completely surrounded by adjectives, the film critic comes across a phrase or paragraph that can charge professional incredulity with a shock of joyful appreciation. One such thrill was, how-

that the possibility of such remission would, of itself, spur American or other foreign producers to hitherto unconceived heights of æsthetic achievement. After all, the kinema all over the world is now a vested interest of such magnitude that the payment of full tax on any individual film is, to most distributing companies, a liability so small as to be almost negligible. So it would be unlikely to do much to stem the tide of genial, wise-cracking mediocrity that so constantly jeopardises the interest of an intelligent public in screen entertainment in the mass. But, as a gesture implying appreciative approval of such films as are of too tragic or delicate a texture to stand the test of universally successful commercial exploitation, it would at least serve as the hall-mark of a gold, as opposed to mere copper, screen currency.

Of course, the temptation to set down the names of the films of recent production for which I personally should vote, were I a member of such a tribunal as evidently sits in state in Bavaria, is enormous. But, when I come to consider them, such a declaration would involve a great deal of preliminary hard thinking, of which, I have a strong suspicion, the results would be appallingly few. But as it is unlikely ever to be in my power—or, for that matter, in the power of any official British Bureau—to bestow such a *Légion d'Honneur* of the screen on Mr. Dupont's picture, since it was made at Elstree, I am exceedingly glad that Bavaria has so gracefully done it for us.

As indicated in this page a few weeks ago, "Two Worlds" (now showing at the Dominion Theatre) is a trilingual successor to the same producer's

"Atlantic"—the first all-English talking film that really mattered. Both pictures bear the individual stamp of their director's genius. But whereas the kinematic quality of "Atlantic" was to some extent impoverished by too strict adherence to the lines of the original play, "Two Worlds" has no affinity whatever with the theatre, and is, in this respect, a more satisfactory product of the screen. Nevertheless, there are many things which make it probable that "Atlantic" will prove, in this country, at any rate, a greater commercial asset to its sponsors than the later film.

However this may be, the fact remains that "Two Worlds," despite its handicaps of slowness of action, unevenness of acting, some curiously stilted dialogue, and some even more curious anachronisms in speech and accent, has, in both its conception and handling, some of the elements of greatness. It is quite possible that the assessors of the "artistic value" of the German edition (which I have not seen) were not faced and disconcerted by similar blemishes, nor by the peculiar inability of some of the players to assume the convincing semblance of a nationality other than their own—an insular inhibition that some of our

younger screen actors and actresses should work hard to overcome.

But, when due allowance has been made for all the points that call for critical comment, the English version of the film remains a work of art by reason of its sincerity of purpose and imaginative use of masterly screen technique. The story, in its sombre setting of the Austro-Russian war, and its even more carefully designed and developed study of the eternal racial antagonism between the two worlds of Jews and Gentiles, has much of the inevitability of Greek tragedy, though concessions to popular taste in the form of comedy "relief" at times deflect what should have been a relentless sweep of movement into irrelevant by-paths. Yet all the way through we are conscious of the smouldering intensity of the emotional background, the age-long, poignant theme, now etched in sharp relief by the encounters of individual loves and hates, passion and treachery, now merely suggested in the contrasted chanting of the Passover ritual, the more exotic ecstasy of the Easter liturgy. There is, too, a remarkable sound-sequence in which the slow, monotonous singing of the Jews at their devotions alternates with the ribald laughter, the snatches of song, of the Austrian soldiers at play, and another in which the sudden wailing of women over a dead boy cuts through the surrounding, listening stillness like the flash of a drawn sword. But if Mr. Dupont is a past-master of suggestion in sound, his use of silence is even more dramatically successful. To me, the most poignant of the many tense moments in "Atlantic" was the scene in which we, knowing that the great ship was mortally wounded, heard the order given to stop the engines, saw the vast, miraculously intricate combination of wheels and cogs and pistons gradually cease to move, and

Continued on page 636.

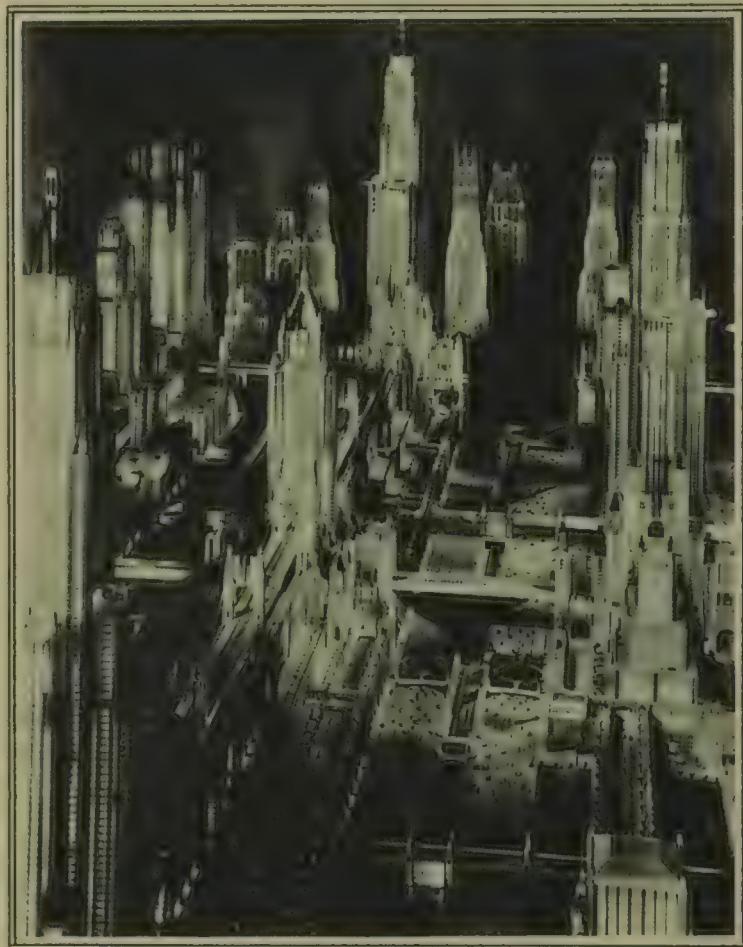


VERY LIKE THE NEW YORK OF 1930, AS SHOWN ON THE OPPOSITE PAGE: AN IMAGINARY NEW YORK OF 1980—A MODEL CONSTRUCTED AS A SCENE FOR THE FORTHCOMING FOX MUSICAL ALL-TALKING FILM, "JUST IMAGINE."

ever, mine the other day when I read that the German version of Mr. E. A. Dupont's "Two Worlds" has been passed by the official Film Bureau of Bavaria as "of artistic value," and is entitled, on this ground, to certain tax reductions. For the statement, quite apart from its intrinsic interest in connection with the film concerned, opens up a series of most intriguing conundrums.

How is this body, by which æsthetic considerations are allowed so boldly and so corporately to override commercial instincts, constituted? What are the daily occupations of its personnel when not engaged in evaluating motion-pictures? How—for instance, in the minutes of proceedings—is "artistic value" determined and defined? What happens to the films that lack the qualifications to secure a rebate? Are they penalised in proportion to their vulgarity, inanity, or general dullness? Is every film that reaches a Bavarian *octroi* subjected to the same enlightened scrutiny? Is there a black list, the compilers of which are above reproach in the matter of bribery and corruption? Can the fact that a film has paid full tax for exhibition in Bavaria be used as evidence against it elsewhere?

The possibilities are endless, and, to the English World of the Kinema, not without suggestive significance as an indication of a way in which a definite standard in regard to imported films—one as easily understood and accepted by the public as the present "A" and "U" certificates issued by the British Board of Film Censors—could be established. By this I do not mean to advocate the imposition of a financial penalty on such films as fell below the standard of artistic quality entitling to remission of all or even part of a given tax. Nor do I imagine



NEW YORK AS IT MAY BE FIFTY YEARS HENCE: A GENERAL VIEW OF AN ELABORATE MODEL, BUILT AT A COST OF 250,000 DOLLARS, AS A SETTING FOR "JUST IMAGINE," A NEW FOX MUSICAL FILM.

It is interesting to compare the film version of an imaginary New York of the future, shown in these two illustrations, with those of the actual New York of to-day, as it appears in the photographs on the opposite page. The model here illustrated was constructed to form settings for the forthcoming Fox musical all-talking picture entitled "Just Imagine"—that is, "just imagine how we shall live in 1980." Several hundred men were engaged for many weeks in building the model, which cost 250,000 dollars. Nine traffic levels are represented, ranging from subways, surface trams, elevated railways, and five motor-roads, to novel canals permitting ocean liners to traverse the main thoroughfares. Among the various traffic routes open spaces are left for parks.

Photographs by Courtesy of Fox Film Co., Ltd.

THE INCREDIBLE NEW YORK OF 1930: THE CITY OF SKYSCRAPERS.



A DIZZY PERCH 350 YARDS ABOVE STREET LEVEL: A NEW YORK WORKMAN, ENGAGED ON THE WORLD'S TALLEST BUILDING, WAVES TO HIS MATES—(FAR BELOW) HERALD SQUARE, WITH "TOY" CARS AND ANT-LIKE PEDESTRIANS.



LIKE A DIVER ON A 1000-FT. SPRING-BOARD: A WORKMAN ON THE NEW EMPIRE STATE BUILDING SILHOUETTED AGAINST A PANORAMA OF NEW YORK—LOOKING NORTH TO CENTRAL PARK AND THE HUDSON RIVER (LEFT).



HITHERTO THE MONARCH OF NEW YORK SKYSCRAPERS: THE GREAT SPIRE OF THE CHRYSLER BUILDING (CENTRE), SEEN FROM THE NEW EMPIRE STATE BUILDING, RISING STILL HIGHER—(IN BACKGROUND) THE EAST RIVER.



THE COLOSSAL ARCHITECTURE OF MODERN NEW YORK, EQUAL IN WONDER TO IMAGININGS OF THE FUTURE: A VIEW (LOOKING NORTH) FROM THE NEW EMPIRE STATE BUILDING, THE TALLEST MAN-MADE STRUCTURE IN THE WORLD.

New York as it actually exists to-day, as shown above, is hardly less wonderful than the imaginary city of 1980 built for a new film, seen in the illustrations on the opposite page. What it means to be a builder's workman on a New York skyscraper is vividly shown in two of the above photographs, taken at 1048 ft. above street level, on the eighty-eighth floor (under construction) of the new Empire State Building now rising at the corner of Fifth Avenue and Thirty-Fourth Street. When completed, it will be no less than 1222 ft. high and the tallest building in

the world. The upper left illustration shows a man named Carl Russell nonchalantly waving to his mates from the top of a vertical section of steel framework. "The photographer (we read) risked his life climbing a derrick to obtain this photograph. From this giddy height (more than 100 ft. higher than the Eiffel Tower in Paris) he photographed the vast mid-town panorama. Rising like a darning-needle (centre of lower left view) is the Chrysler Building, which was 'king for a day,' but must now abdicate to this new usurper."

GAS-MASKS FOR BOTH SEXES: ANTI-GAS INSTRUCTION FOR INDUSTRIAL LIFE-SAVING.



AN ELEMENTARY STAGE IN AN INDUSTRIAL "GAS COURSE": THREE GIRLS DOING DEEP-BREATHING EXERCISES IN GAS-MASKS IN THE OPEN AIR.

"LIFE-SAVING" EXERCISES IN A GAS-FILLED ROOM: AN ARTIFICIAL REPRODUCTION OF THE CONDITIONS FOLLOWING AN INDUSTRIAL DISASTER, WHICH INVOLVE THE WEARING OF GAS-MASKS.



OBSTACLE-RUNNING IN A DARK, GAS-FILLED PASSAGE: AN EXERCISE THAT ACCUSTOMS THE PUPILS TO HARD BREATHING IN GAS-MASKS.

The recent colliery disaster in the English Midlands, in which breathing apparatus and gas-masks were much employed, gives to the above photographs, taken of a German industrial gas-mask course, a special significance. It may also be noted, as a point of interest, that knowledge of poison gases and of the methods of combating their effects is one of the incidental benefits conferred by the late war on modern industry and medical knowledge. The above photographs record features of the "Gas Course," which is offered free to all industrial workers who wish to attend it, by the progressive "German Gaslight Company." It is taken



AN ELEMENTARY STAGE IN AN INDUSTRIAL "GAS COURSE": THREE GIRLS DOING DEEP-BREATHING EXERCISES IN GAS-MASKS IN THE OPEN AIR.



TRY YOUR
STRENGTH!—
PUPILS
TEST THEIR
PHYSICAL
ABILITY
WHILE
WEARING
GAS-MASKS.



SHOWING THE DETACHABLE PIPE THROUGH WHICH PURIFIED AIR IS NORMALLY DRAWN TO THE MOUTHPIECE INSIDE THE MASK: TESTING A GAS-MASK.

advantage of chiefly by employees in breweries, gas-works, chemical works, and by firemen. At the beginning of the course the pupils are accustomed to breathing in their gas-masks in the open air; they then pass, by successive stages of deep breathing and Swedish drill in gas-masks, to the more complicated exercises which require greater exertion. Obstacle-running and life-saving under realistic conditions—that is, in dark, gas-filled passages—together with careful instruction in the nature and characteristics of the most dangerous poisonous gases, completes the course.

BLOODLESS SPORT IN AMERICA: A "BATTUE" OF CLAY PIGEONS.



A POPULAR SUBSTITUTE FOR REAL PIGEON SHOOTING IN AMERICA: CLAY PIGEON SHOOTING *EN MASSE*: AN AIR VIEW OF A CHAMPIONSHIP MEETING IN OHIO, WITH 26 TEAMS FIRING SIDE BY SIDE.

The photograph we reproduce above is not a Cubist composition in abstract form, but an aerial view taken at Vandalia, Ohio, of an important clay pigeon shooting competition—none other than that for the grand championship of the United States, which takes place yearly on August 18 and on the days following. Readers will be able to draw an idea of the great popularity which this form of sport, in which living birds are replaced by a mechanical device, enjoys nowadays in the United

States. Its immense vogue may be gathered from the fleets of cars seen parked on the right of the area in the above reproduction, behind the fan-shaped shooting bases; also from the size of the refreshment enclosure in the background, and from the fact that no fewer than 130 competitors, in teams of five, can be ranged at the same time on the twenty-six bases—each opposite its own "ball-trap," from which the clay pigeons are flung into the air.

BOOKS OF THE DAY.

I HAVE half a mind to start a school of authorship, or, rather, of the technicalities of book-making. So many good writers, I find, fail to make the best of their material, through ignorance, apparently, of those little "tricks of the trade" which go far to make a book attractive and to act as baits to the reader. They need a little instruction in the art of literary "window dressing." I refer more particularly to the manner of introducing the subject, the division into chapters, the bringing-out of what the Americans call "the high spots" of a "story"; the brightening of the page by alluring headlines, and, especially in biographical and historical works, the due insertion of dates and places, so that the reader may know at any given moment when and where he is. Needless to add, an index is indispensable. In a book where many characters occur, and there are complications of pedigree or kinship, it is useful to begin with a list of *dramatis personæ*, as in a play, giving dates of birth and death and inter-relations of the various people.

These remarks are prompted by a perusal of "THE HAMWOOD PAPERS" of the Ladies of Llangollen and Caroline Hamilton. Edited by Mrs. G. H. Bell (John Travers). Illustrated (Macmillan; 21s.). This charming book, wherein is published for the first time Lady Eleanor Butler's diary, is of very great interest for the new light it throws on that singular *ménage* at Plas Newydd, and as a vivid picture of eighteenth-century society in general. I do not wish to suggest that it lacks all the "window-dressing" features mentioned above. The manuscripts have evidently been edited with loving care, and there is not only a full index, but a wealth of excellent footnotes, mostly biographical. In going through the book, however, I rather felt that in one or two respects its manifold points of interest might have been rendered more conspicuous. In the first place, I grew a little tired of seeing the words "The Hamwood Papers" repeated 384 times—that is, at the top of every page, the right as well as the left. It would have been easy to pick out from each page, or, at any rate, each right-hand page, some slightly more intriguing head-line. Then, again, there is a severe economy of dates. We get days of the week and days of the month, but only at long intervals a mention of the year. I think that in any biographical or historical work, the year should be stated in the margin at the top of each alternate page.

More important than these minor matters, I found it difficult to follow the intricacies of family history in the opening chapter, and I think that the two principal characters—Lady Eleanor Butler and Miss Sarah Ponsonby (the Ladies of Llangollen)—might have been made to stand out more prominently from the rest of the company, with their parentage and dates of birth, and a general outline of their story, quite at the beginning. Authors who have steeped themselves in a subject are apt to forget that the general reader is not so well informed, and, at any rate, needs the stimulus of reminder and recapitulation. Just as a lecturer should make himself heard at the back of the hall, so an author should try to visualise the mind of a reader with the remotest knowledge of the subject. Most of us, of course, have heard of the Ladies of Llangollen, but few, probably, could state the facts about them off-hand; and it is just such a summary that a reader requires to feel *au courant* with a book like this. It has no list of contents, and the chapters are merely numbered without headings. One is left to assume that the extracts are from Lady Eleanor's diary, but the fact is not always stated, and the reasons for beginning a new chapter are not always clear. The actual beginning of the diary (on page 64) is not accorded a separate chapter, nor is the beginning of a later instalment (page 304) thus distinguished. There is no portrait of Lady Eleanor among the illustrations, and only a tiny miniature of Sarah Ponsonby.

As a record of the revolt of two young women against uncongenial family surroundings, long before the days of cast-iron Victorian fathers (as presented in "The Barretts of Wimpole Street"), and of their running away to set up house together, the early chapters of "The Hamwood Papers" possess unique interest. Sarah Ponsonby, an orphan, living with a married cousin, Lady Elizabeth Fownes, suffered from the unwelcome attentions of the latter's husband. Lady Eleanor had a father who drank, and she was "furiously unhappy." The girls

were neighbours in Ireland, and had been school-fellows at Kilkenny. When they played truant, their people suspected an elopement, and were mystified when it transpired that there was no man in the case. The reason of their choice of Llangollen as a new home does not appear to be explained. The great value of Lady Eleanor's diary is that it gives a picture of them in their younger days. As the author says: "Famous persons have recorded impressions of them, but they wrote of them when they were elderly or very old women. We know what Wordsworth, Mme. de Genlis, and Sir Walter Scott thought of them in their long twilight, but the private record of the day of their youth, when they rejected their homes and fled together to Wales, has been hidden till now in old letters and journals in a Sheraton cabinet at Hamwood."

Miss Harriet Bowdler, I suspect Miss Ponsonby sometimes expressed regret at having left Ireland."

Lady Eleanor's diary is a delightful blend of society gossip, political comments derived from notable visitors, and daily doings in the household, garden, and village. It reveals an intense love of Nature and of animals, and sympathy with poorer neighbours, as when the Ladies befriended a young mother convicted of infanticide. The diarist herself always had a book on hand, and such an entry as "Read Rousseau to my Beloved" is very typical. The political gossip includes considerable detail of George III.'s mental trouble, and echoes of the French Revolution. There are curious sidelights on manners and costumes of the day, as in an entry (of 1790) referring to a young man, "in red, like an Eton boy." Their literary visitors or correspondents, during the period, covered, included women writers such as Maria Edgeworth, Felicia Hemans, Mary Tighe, and Dr. Johnson's friend, Mrs. Piozzi (formerly Thrale).

A link with the next book on my list is provided in the allusion to another literary woman of the period, already mentioned, namely, Anna Seward, "the Swan of Lichfield" who (we read) "is supposed to have set her cap" at Dr. Erasmus Darwin, of the same city, grandfather of Charles Darwin by his first marriage and of Sir Francis Galton by his second. His career, briefly summarised in "The Hamwood Papers," is recorded at length in "DOCTOR DARWIN." A Biography by Hesketh Pearson. Illustrated (Dent; 10s. 6d.). This is a very vivacious and interesting book, flowing and conversational as a novel, written by a descendant who has had access to unpublished material. It should direct public attention to a somewhat neglected genius. Anna Seward figures largely in the book, although she failed to secure the Doctor for herself, and the illustrations include a portrait of her, among other famous contemporaries such as Josiah Wedgwood, James Watt, Joseph Priestley, and Thomas Day, author of "Sandford and Merton."

The present biographer ranks his ancestor highly in the aristocracy of intellect. "There is hardly an idea," he writes, "and hardly an invention in the world of to-day, that he did not father or foresee, from the philosophy of Mr. Bernard Shaw to the phonograph of Mr. Thomas Edison, from eugenics and evolution to aeroplanes and submarines, from psycho-analysis to antiseptics. He founded the Lunar Society—the most remarkable group of thinkers and inventors in the eighteenth century. . . . He was the greatest philosopher and physician of his day, and a poet who won the unstinted praise of Cowper and Walpole. He was a notable humanitarian and reformer centuries ahead of his time. . . . As this is the first full-length biography of the parent of Creative Evolution, I have done my best to combine authority with interest." His best is very good.

Another notable memoir of a bygone worthy, which I must reserve for future notice, is "THE MAKING OF WILLIAM PENN." By Mabel Richmond Brailsford. Illustrated (Longmans; 12s. 6d.), an interesting study of the founder of Pennsylvania, who, in the author's opinion, was "the greatest Englishman and the greatest European of his time." A unique phase of America's later history is the subject of "BLACK MANHATTAN." By James Weldon Johnson (Knopf; \$2.50). Here we have a historical record of Harlem, the Negro colony in New York. Closely associated with this latter book is the life-story of one who finds due place therein, namely, "PAUL ROBESON," Negro. By Eslanda Goode Robeson (Gollancz; 10s. 6d.), an intimate study, by his wife, of the famous singer and actor.

Finally, before our memories of a damp cricket season have quite evaporated, I must mention "THE FIGHT FOR THE ASHES IN 1930." Being a Critical Account of the Australian Tour in England. By P. F. Warner. Illustrated (Harrap; 15s.). Mr. Warner takes a wide view of cricket as a link of friendship among the nations. He mentions that it thrives not only in the British Empire, but in Holland, Denmark, and, to some extent, in Germany. "The French," he regrets, "have not, so far, taken to it, but in the United States, where thirty years ago the Philadelphians were such excellent cricketers, there have lately been signs of a revival." It will be a good day for the world when America really takes up cricket.—C. E. B.

To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive, also, photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, Inveresk House, 346, Strand, London, W.C.2.

The spiritual affinity between the two ladies of Llangollen offers an interesting theme for the psychologist. Anna Seward always referred to them as "Rosalind and Celia." The rather veiled allusion to their reasons for appealing to Edmund Burke, whose long reply is given, indicates that they had been subject to slander. Apparently they had to depend on relatives for the means of subsistence. In these pages, mainly composed of Lady Eleanor's diary, her personality is naturally predominant. One would have liked to have had an equal amount of self-revelation from Sarah Ponsonby, who figures objectively rather than subjectively. Discussing their flight from home, the author says: "It is impossible to believe that Sarah was as unhappy as Eleanor. Sarah, with eyes like speedwells, a piquant, mischievous face, arched brows, and jolly little nose, had had two lovers, 'with either of whom she might have been happy,' whereas Eleanor 'had reached the age of thirty without having one lover.' Eleanor, declares Mrs. Hamilton, could not be called feminine, and was very satirical." At the end we read: "Did they ever quarrel? Did they ever regret that flight from Woodstock and Kilkenny more than fifty years ago? Caroline Hamilton says: 'I have no cause to think that Lady Eleanor Butler ever repented the steps she had taken, but, from a letter I found of

BRINGING HOME THE DEAD OF "R 101": MILITARY HONOURS IN FRANCE.

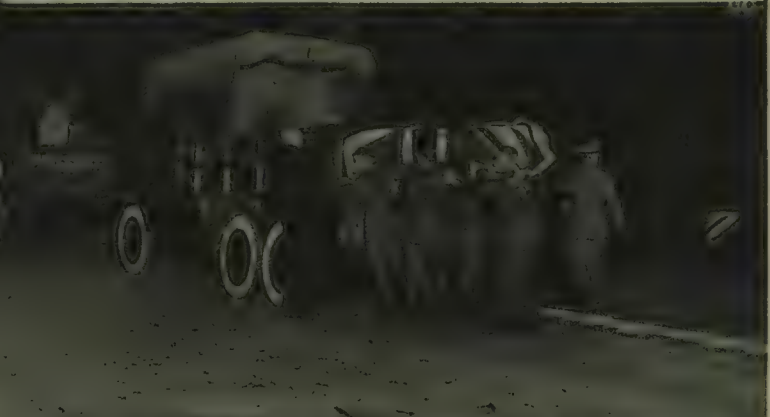


FRENCH HOMAGE TO BRITAIN'S DEAD IN THE GREAT AIRSHIP DISASTER: THE MOVING FINAL SCENE AT BEAUVAIS—
SPAHS SALUTING THE COFFINS, BORNE ON FRENCH ARTILLERY WAGONS, AS THEY LEFT FOR BOULOGNE.

The remains of the dead from "R 101," only some of which could be identified from personal belongings, were placed in numbered coffins at Allonne, the village near the scene of the disaster, and thence conveyed in motor-vans to Beauvais, where they were received with military honours and lay-in-state during the night of October 6 in the Town Hall. "In most of the vans," writes a "Times" correspondent present, "the villagers had placed flowers, and indeed nothing could be more admirable than the kindness and devotion which the French population and authorities have shown. The British officers, whose

task it has been to take care of the dead and living, have been overwhelmed with helpful sympathy." The British Ambassador, Lord Tyrrell, arrived at Beauvais on the 6th, and later came M. Tardieu, the French Premier, and M. Laurent-Eynac, French Minister for Air. The next morning the coffins, borne on artillery wagons lent by the French War Office, left Beauvais by special train for Boulogne. As the procession moved off from Beauvais Town Hall, batteries of "75's" fired a salute of 101 rounds, and a funeral peal was tolled from the Cathedral. Thousands of people lined the streets.

THE HOMECOMING OF "R 101's" DEAD: BOULOGNE, DOVER, AND VICTORIA.



1. ARRIVING AT DOVER: COFFINS, DRAPED IN THE UNION JACK, ON A GUN-PLATFORM OF H.M.S. "TEMPEST," GUARDED BY BLUEJACKETS.

2. AT VICTORIA: PLACING THE COFFINS IN R.A.F. TENDERS; AND AN R.A.F. GUARD OF HONOUR.

3. LONDON'S SILENT HOMAGE: CROWDS OUTSIDE VICTORIA WATCH

3. THE PRIME MINISTER, WHO MOURNS A PERSONAL FRIEND IN LORD THOMSON, AT VICTORIA: MR. RAMSAY MACDONALD (SECOND FROM LEFT) WITH HIS DAUGHTER.

4. LEAVING BOULOGNE: FLOWER-COVERED COFFINS ABOARD THE DESTROYER.

5. THE R.A.F. TENDERS LEAVING FOR WESTMINSTER MORTUARY.

The bodies of the forty-seven dead from "R 101" (including the survivor who died in hospital) were brought from Boulogne to Dover, in H.M.S. "Tempest," on October 7. Throughout France the day was observed as one of national mourning, and the King, in his message to the French Premier, expressed his deep appreciation of this fact, and of all the help and sympathy shown in France. At Boulogne, the coffins were transferred to the destroyer "Tempest," which

arrived at Dover at 10 p.m. The coffins were then brought to London in a funeral train, which reached Victoria at 1.25 a.m. on October 8. The Prime Minister, who mourns in Lord Thomson a close personal friend, was present with his daughter. The coffins were removed to twenty-four R.A.F. tenders, which conveyed them to Westminster Mortuary, for certain formalities (waived by the French authorities), before being taken to Westminster Hall to lie in state.

NOTE.—Our next issue will illustrate the Lying-in-State in Westminster Hall; the Service at St. Paul's; the London procession; and the Burial at Cardington.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

**MR. LENOX SIMPSON.**

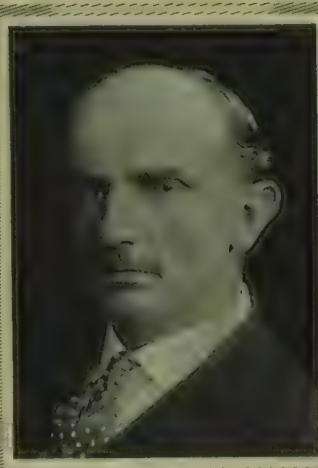
Placed in charge of Tientsin Customs by Yen Hsi-Shan. Shot by Chinese who visited his house and escaped in a motor-car on October 1. Seriously injured.

**MISS ELEANOR J. HARRISON.**

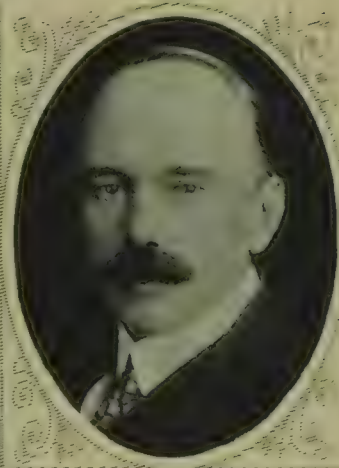
Captured by Chinese bandits in Fukien last June, recently reported to have been shot. First went to China in 1896, and last went out in 1929.

**MISS EDITH NETTLETON.**

Captured, with Miss Harrison, by Chinese bandits, and reported to have been shot. She had been in China since 1908. A native of Halifax.

**SIR JOSEPH BYRNE.**

Governor and Commander-in-Chief of Sierra Leone. Appointed Governor of Kenya to succeed Sir Edward Grigg. Inspector General Royal Irish Constabulary 1916-20.

**MR. G. WOODS WOOLASTON.**

Formerly Norroy King of Arms and Principal Herald of the North Part of England. Has been appointed Garter Principal King of Arms, in succession to the late Sir Farnham Burke.

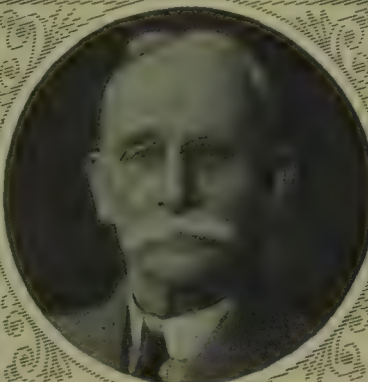
**DELIBERATORS WHOSE DECISIONS WILL TAKE EFFECT IN EVERY REGION OF THE EARTH: MEMBERS OF THE IMPERIAL CONFERENCE ASSEMBLED AT DOWNING STREET.**

The names in this group of representatives of Great Britain, and of every Colony, Dominion, and Dependency of the Empire, are (left to right): Front row—Mr. Guthrie (Minister of Justice for Canada), Mr. Snowden (Chancellor of the Exchequer for Great Britain), Mr. Wedgwood Benn (Secretary of State for India), Mr. McGilligan (Minister for External Affairs for Irish Free State), Mr. Forbes (Prime Minister of New Zealand), Mr. Bennett (Prime Minister and Minister for External Affairs and of Finance for Canada), Mr. Ramsay MacDonald (Prime Minister of Great Britain), Mr. Scullin (Prime Minister of Australia), General Hertzog (Prime Minister of South Africa), Sir R. Squires (Prime Minister of Newfoundland), Mr. Henderson (Secretary of State for Foreign Affairs for Great Britain), Mr. Maloney (Minister for Markets and Transport for Australia), H.H. the

Maharajah of Bikanir. Second row—Mr. Graham (President of the Board of Trade for Great Britain), Mr. Hogan (Minister for Agriculture for Irish Free State), Mr. Dupré (Solicitor-General for Canada), Mr. Havenga (Minister of Finance for South Africa), Lord Passfield (Secretary of State for the Colonies for Great Britain), Mr. Stevens (Minister of Trade and Commerce for Canada), Mr. Thomas (Secretary of State for Dominion Affairs for Great Britain), Sir T. Sidey (Attorney-General for New Zealand), Lord Sankey (Lord Chancellor of Great Britain), Mr. Fitzgerald (Minister for Defence for Irish Free State), Mr. Fourie (Minister of Mines and Industries for South Africa), Sir M. Shafi. Third row—Mr. Carew, Mr. Thomson, Sir E. Harding, Mr. Read, Sir M. Hankey, Mr. Abbott, Sir H. Batterbee, Dr. Bodenstein, Mr. Walshe, Mr. Tottenham.

**LIEUT.-GEN. SIR JAMES McCAY.**

Died, October 1; aged sixty-six. Commanded 2nd Australian Infantry Brigade in Gallipoli, and 5th Australian Division in Egypt, and was later G.O.C. Australian Imperial Force in Great Britain.

**DR. LEWIS EVANS.**

We regret that by an oversight in our last week's issue our notice of Dr. Lewis Evans's death was accompanied by an incorrect photograph. A portrait of Dr. Lewis Evans is reproduced above.

**MRS. VICTOR BRUCE, WHO WAS REPORTED TO HAVE CRASHED IN PERSIA: SEEN SHORTLY BEFORE STARTING ON HER "SOLO" FAR EASTERN FLIGHT.**

Nothing was heard of Mrs. Victor Bruce, who left London towards the end of September, on a flying tour of the Far East, after she had passed Hanjam, at the mouth of the Persian Gulf, on October 5. It was afterwards reported that she had crashed, near Jask, on the Arabian Sea.

**THE EARL OF MARCH (RIGHT) AND S. C. H. DAVIS IN THEIR AUSTIN "SEVEN," THE MACHINE WHICH WON THE 500-MILES RACE AT BROOKLANDS ON OCTOBER 4.**

The winning car in the 500-miles race organised by the British Racing Drivers' Club at Brooklands, on October 4, was a supercharged Austin "Seven," driven by S. C. H. Davis and Lord March at an average speed of 83.41 m.p.h. Second was a Bentley, and third a Sunbeam.

FROM THE WORLD'S SCRAP-BOOK: NEWS ITEMS OF TOPICAL INTEREST.



PRICELESS PERSIAN ART TREASURES THAT TRAVELLED BY AIR: AEROPLANES LADEN WITH OBJECTS INTENDED FOR THE PERSIAN ART EXHIBITION IN LONDON ABOUT TO TAKE OFF AT TEHERAN ON THEIR FLIGHT TO THE COAST, WHERE THE TREASURES WERE PUT ON BOARD A STEAMER FOR ENGLAND.

Twenty-seven cases of priceless Persian art treasures were dispatched by the Persian Government from Teheran on September 12. They are to form part of the Exhibition of Persian Art which will open at the Royal Academy on January 5, 1931, and will include a circular silk carpet of fabulous value which surrounds the tomb of Shah Abbas II., in the Golden Mosque at Kum,

a set of silver vessels believed to have belonged to the Abbasid Caliph Harun-al-Rashid of Baghdad, and a breast-plate studded with enormous cabochon emeralds on a background of enamel. With them was also a large collection of ancient manuscripts, including specimens of calligraphy by Mirali and the Sultan Mohammed Nur of the early 10th century.



STANDING BESIDE A CAIRN SET UP BY THE SURVIVORS OF FRANKLIN'S CREWS: MAJOR BURWASH (RIGHT).

In spite of the investigations of Major Burwash, the Canadian geological observer who covered much of the coast of King William's Land in an aeroplane, the fate of Sir John Franklin's ships, the "Erebus" and "Terror," which left Greenland in 1845, remains a mystery. Major Burwash succeeded, however, in finding some relics, described as "interesting but unimportant," which he brought back to Ottawa. His investigations also go far to discredit the report published by

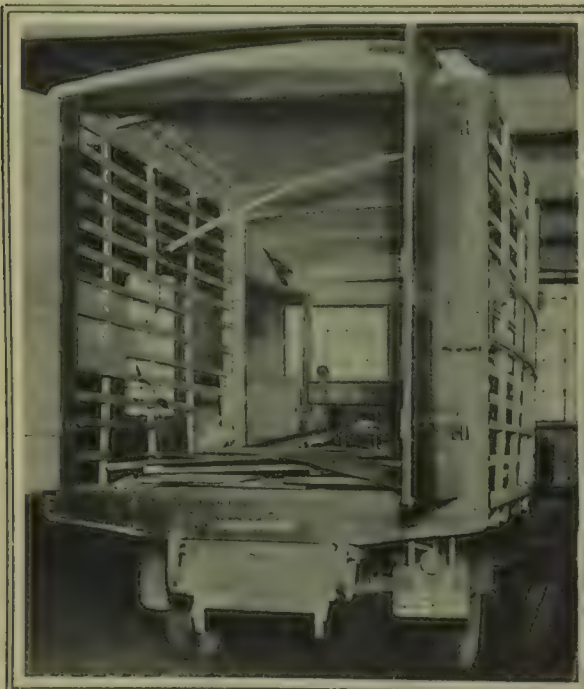


A CAIRN SET UP BY THE SURVIVORS OF FRANKLIN'S EXPEDITION IN KING WILLIAM'S LAND.



WITH RELICS OF THE FRANKLIN EXPEDITION IN THE FOREGROUND: A SCENE IN KING WILLIAM'S LAND.

Jemme, an American engineer, and hitherto believed, which stated that Franklin was buried at Victory Point. Major Burwash considers the more valuable results of the flight to have been the photographing of nearly 2000 miles of coast-line, which hitherto had been poorly charted, and the collection of general information on the topography, geology, and mineral development of this Arctic region.



DAMAGED BY AN EXPLOSION IN A MAIL BAG: A POST OFFICE VAN AT MOUNT PLEASANT SORTING OFFICE.

A mail van was damaged and four men narrowly escaped serious injuries in consequence of an explosion at Mount Pleasant, the principal sorting office of the G.P.O. in London, on October 3. The accident was stated to have been caused by some explosive matter in a parcel which was thought to have come from Ireland.



AN UNUSUAL PHOTOGRAPH OF A WATERSPOUT AT SEA: A "COLUMN OF WATER" OBSERVED FROM THE R.M.S.P. "ATLANTIS" IN THE AEGEAN.

Above is reproduced a photograph taken from the deck of the R.M.S.P. "Atlantis," which has recently returned from a cruise in the Mediterranean, and shows a "waterspout" observed near Rhodes, in the Aegean, at about four miles distance from the ship. A "waterspout," it should be noted, is the name properly given to the funnel-shaped cloud of a tornado when this occurs at sea. Beneath it the sea becomes agitated and a cloud of spray forms, into which the funnel dips, so that the whole has the appearance of a column of water.

Magic of Ultra-Violet Rays: A Scientific "Cave of Aladdin."



AS THEY APPEAR IN DAYLIGHT—A DULL AND COLOURLESS COLLECTION OF MINERALS: SPECIMENS OF FLUORSPAR (LEFT), WILLEMITE (RIGHT), AND ARAGONITE (THE SMALL WHITE BLOCK; RIGHT FOREGROUND).



AS THEY APPEAR UNDER ULTRA-VIOLET RAYS: THE SAME GROUP OF MINERALS MADE FLUORESCENT AND NOW GLOWING WITH LIGHT AND COLOUR, AS OF SAPPHIRES, EMERALDS, AND RUBIES.

The magic powers exercised in the Fairyland of Science can be seen at work, with wonderful results, in the Mineral Gallery of the British Museum of Natural History at South Kensington. This group of minerals, which forms an exhibit there, appears in daylight as merely a collection of dull and colourless stones, interesting, of course, geologically, but hardly remarkable for beauty. But touch the switch of an ultra-violet lamp, and the whole room is transformed, on the instant, into a veritable Aladdin's Cave of resplendent jewels. The effect on this particular group

of specimens is illustrated in the lower photograph. The block of fluor spar, on the left, becomes a vivid sapphire, and the various lumps of willemite, or zinc silicate, which in daylight are a dirty white tinged with red, are magically changed into the brilliant hues of emerald and ruby; while the piece of aragonite assumes an exquisite shade of pink. The transformation is due to the fact that, under the ultra-violet rays, minerals become fluorescent and glow with light and colour which in ordinary daylight is unsuspected.

A Magnificent Prospect Made Accessible to All: The Aerial Cable-Way to the Summit of Table Mountain.

PAINTED SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER. (COPYRIGHTED)



TABLE MOUNTAIN'S 4000 FEET SCALED IN 15 MINUTES: A CABLE-CAR NEARING THE UPPER STATION ON THE SUMMIT OVERLOOKING LION'S HEAD AND THE VAST EXPANSE OF THE ATLANTIC.

Table Mountain, on the extreme south-west corner of the African Continent, is one of the most historic and imposing landmarks in the world. It literally rises a sheer 4000 feet from the Atlantic, and its massive square outlines, relieved by the attendant peaks known as the Lion's Head and the Devil's Peak, stand out on the ocean horizon many hours before oncoming vessels reach the port of Cape Town at its foot. The greatest travellers have voted the approach to the Cape by sea as one of the most inspiring scenes in the world. Cape Town lies in a great curving valley at the foot of this majestic mountain, which stretches over the Cape Peninsula in a vast succession of peaks and tablelands that combine to make this corner of Africa one of the world's superb beauty spots. Since the earliest days of settlement at the Cape, in the seventeenth century, the ascent of Table Mountain has been a natural desire with visitors, and early records contain enthralling impressions of persons who attained the summit and witnessed the vast panoramas of sea and land, over the Atlantic and Indian Oceans, down the great chain of peaks to the foot of the Peninsula, and far away inland beyond the expanse of orchards and vineyards to distant mountain ranges of the South African Hinterland. With the remarkable growth in popularity which South Africa has attained in recent years as a land of travel, particularly as the

Empire's great sunshine resort during the northern winter, the local authorities at the Cape have realised that the unrivalled scenic splendours attainable from the ascent of Table Mountain had to be brought within the visitor's ken. There are some 120 different routes of ascent, varying between perilous rock climbs and steady scrambles up steep slopes—all requiring strenuous exertion. The sterner ways of the mountaineer remain, but the glories of the summit have also been made accessible to everybody by the construction of an up-to-date cable-way on which the mountain can be ascended in fifteen minutes with perfect comfort, ease, and safety. The aerial route has now been in operation for about eighteen months, and it is one of the greatest attractions to visitors. Our artist has depicted the Upper Station on the brink of the summit overlooking Lion's Head and the Atlantic. This station is equipped with an excellent restaurant and every convenience for passengers, and a sanatorium or hotel may be opened, as the altitude is not excessive, and the summit must in time become a favourite playground and health resort. Our readers interested in South Africa as a field of travel may like to know that a series of special sailings at reduced rates has been arranged for the coming winter, and full particulars can be obtained from the Director of Publicity, South African Government Offices, 73, Strand, London, W.C.2.

QUALITY



THE VALUE IS IN THE CIGARETTES.

AN OUTBURST OF MILITARISM IN GERMANY: 125,000 "STEELHELMETS" ON PARADE.



THE EX-CROWN PRINCE (RIGHT), IN MILITARY CARGO, WATCHING A TATTOO: THE PRINCE WHO PROMISED TO REFRAIN FROM "POLITICAL ACTIVITIES."



HERR FRANZ SELDT (LEFT), FOUNDER AND LEADER OF THE "STEELHELMETS": SURROUNDED WITH THE BANNERS AND INSIGNIA OF A "MILITANT-POLITICAL" ORGANISATION.



HOHENZOLLERN PRINCES AS "STEELHELMETS": PRINCE OSKAR (CENTRE) AND PRINCE EITEL FRIEDRICH (RIGHT), SONS OF THE EX-KAISER.

THE former Crown Prince of Germany, with his brothers, the Princes Eitel Friedrich, August Wilhelm, and Oskar, his nephew Prince Waldemar, and General von Seeckt, were among the guests of honour at the annual rally of about 125,000 Stahlheimers, which took place at Coblenz on October 4 and 5. The Stahlheim ("Steelhelmet") is a militant political organisation. With the "Nazis" and Hugenberg Nationalists, it was co-author of last year's referendum against the Young Plan. It was suppressed last year by the Prussian Government in the Rhineland and Westphalia after manoeuvres on the military model near Langenberg. This ban was, however, raised at the instance of President von Hindenburg, the patron of the organisation. Many of the Stahlheim ideas are identical with those of the Hitlerite "Nazis," save that the Stahlheimers are more definitely monarchist than

(Continued below.)



AN IMPRESSION OF THE PARADE AT COBLENZ ATTENDED BY 125,000 EX-SERVICE MEN FROM ALL OVER GERMANY: A "STEELHELMET" "MARCH-PAST."



STAHLHEIM COLOURS ESCORTED BY REICHSWEHR TROOPS: A "STEELHELMET" DEMONSTRATION AT WIESBADEN—ONCE IN THE ENGLISH OCCUPATION AREA.



A STAHLHEIM ("STEELHELMET") PARADE IN THE RECENTLY EVACUATED RHINELAND: STANDARD-BEARERS CARRYING BANNERS DECORATED WITH MONARCHIST EMBLEMS AT THE "GOOSE-STEP."

(Continued.)

their nominally Socialist allies. Stahlheimers were brought to Coblenz for the rally from all over Germany, by road, rail, and Rhine steamer. On October 4 there was a demonstration at the "Deutsches Eck," the place where Rhine and Moselle meet. On October 6, 125,000 Stahlheimers, skilfully mustered, assembled to hear Herr Seldte their leader, who was supported by the Crown Prince, make a belligerent speech.

THE DARKER SIDE OF LIFE: RECENT HAPPENINGS IN ENGLAND.



MEN WHO SHOWED GREAT HEROISM IN THEIR EFFORTS TO REACH THEIR ENTOMBED COMRADES: A RESCUE PARTY, WITH GAS-MASKS AND BREATHING APPARATUS, RETURNING FROM THE PIT.

A mysterious explosion, which killed fourteen men, occurred on October 1 in the Grove Colliery, near Walsall, in South Staffordshire, at a point in the workings about $1\frac{1}{2}$ miles from the foot of the shaft, where the victims were engaged in the removal of a cutting machine from the coal face. The accident was discovered when the night shift went down, and were not met by the afternoon shift in the usual way. Rescue parties were at once organised, and had to use breathing apparatus. Working in relays, regardless of danger, they brought up thirteen bodies and resumed search for the fourteenth. It was stated that the circumstances which usually attend such explosions were absent. The inquest was adjourned until the 21st.



LORD NORTHCLIFFE COMMEMORATED IN FLEET STREET: THE BUST UNVEILED BY LORD RIDDELL (IN FRONT, ON RIGHT, HOLDING PAPER).

The above photograph shows the memorial which has been erected in the forecourt of St. Dunstan's-in-the-West, to Lord Northcliffe, shortly after its unveiling by Lord Riddell. The memorial consists of a portrait-bust by Lady Hilton Young, on a plinth designed by Sir Edwin Lutyens.

AFTER THE MYSTERIOUS MINE EXPLOSION IN STAFFORDSHIRE IN WHICH 14 MEN WERE KILLED: BRINGING BODIES TO THE SURFACE AT THE GROVE COLLIERY, NEAR WALSALL.



THE PRINCE OF WALES HONOURS THE MEMORY OF THE LATE LORD BIRKENHEAD: THE PRINCE LEAVING WESTMINSTER ABBEY AFTER THE MEMORIAL SERVICE.



AN INTERESTING INCIDENT OF LORD BIRKENHEAD'S FUNERAL: HIS BUTLER HOLDING THE LATE EARL'S FAVOURITE CAIRN TERRIER.



SHOWING THE CHIEF MOURNERS, INCLUDING THE COUNTESS OF BIRKENHEAD, THE NEW EARL, LADY ELEANOR AND LADY PAMELA SMITH: THE BURIAL OF LORD BIRKENHEAD.

The Earl of Birkenhead's body lay-in-state in Gray's Inn Chapel. His funeral took place at Charlton, near Banbury, on the afternoon of October 4. The burial was preceded by a short service at Newbottle Church, which was filled with many wreaths and tributes from colleagues and friends. After the service the coffin, draped with a purple pall and surmounted by a large wreath of deep-red roses from the Countess of Birkenhead, was taken to the churchyard, about a mile away. Bishop Lang, assisted by the Dean of Peterborough, and the Rev. W. E. Bates, Vicar of Newbottle, officiated both in the church and at the graveside. A memorial service for the late Earl was held in Westminster Abbey at mid-day on October 6. The King was represented by Viscount Hampden, and the Prince of Wales was present in person. The Lord Mayor of London, the French Ambassador, Mr. and Mrs. Stanley Baldwin, Sir Austen and Lady Chamberlain, and General Hertzog were among the numerous distinguished persons present.



A REMINDER OF LORD BIRKENHEAD'S TENURE OF OFFICE AS LORD CHANCELLOR: A FLORAL TRIBUTE SHAPED LIKE A MACE BEING BORNE INTO THE CHURCHYARD.

A FAMOUS ARTIST AS FURNITURE-DESIGNER: MR. FRANK BRANGWYN'S NOVEL EXHIBITION.



1. PART OF AN EXHIBITION OF A KIND NEVER BEFORE HELD IN THIS COUNTRY: A DINING-ROOM WITH FURNITURE AND DECORATIONS DESIGNED THROUGHOUT BY MR. FRANK BRANGWYN, R.A.



2. WITH A "BRANGWYN" SIDEBOARD, POTTERY, CHAIRS, AND CARPET: A SECTION OF THE ROOM SHOWN IN PHOTOGRAPH NO. 1, WITH ALL ITS FURNISHINGS DESIGNED BY THE FAMOUS PAINTER.

3. WITH A "BRANGWYN" WARDROBE, RUG, BEDSIDE TABLE WITH VASE, AND CHAIR: BED-ROOM FURNITURE DESIGNED BY THE ARTIST—A SECTION OF PHOTOGRAPH NO. 4.



4. BED-ROOM FURNITURE AND DECORATIONS DESIGNED BY MR. FRANK BRANGWYN: ONE OF THE ROOMS SHOWN AT HIS UNIQUE EXHIBITION IN LONDON.



5. LOUNGE FURNITURE IN THE "BRANGWYN" STYLE: AN INTERESTING SET OF TABLES AND CHAIRS, WITH CUPBOARD, POTTERY, AND CARPET MADE TO THE ARTIST'S OWN DESIGN.



6. TAKING TEA IN THE "BRANGWYN" LOUNGE: PART OF THE SAME ROOM AS IN NO. 5, WITH AN ADDITIONAL CABINET.

Mr. Frank Brangwyn, the famous painter, has lately turned his hand to the designing of furniture and fabrics of various kinds for house decoration, and on October 7 an exhibition of his work in this branch of art was opened in London, the ceremony being performed by a fellow Academician, Sir John Lavery. No such exhibition, it is said, has ever before been held in this country. It was organised by Mr. Edward Pollard, and one of its objects is to stimulate British trade. Mr. Brangwyn has had made, to his own detailed and scale designs, not only articles of furniture, such as tables, chairs, cabinets, sideboards, beds, and

wardrobes, but also carpets, rugs, and floor-coverings, and even dinner services and pottery. Some of the pottery he moulded himself, at Ashted, and he has given his personal attention to every detail, such as cup-hooks, bolts, and hinges, included in the exhibition. Mr. Brangwyn, it may be recalled, was born at Bruges in 1867. Some light on his new departure may be thrown by a statement in "Who's Who in Art" that he "worked under William Morris at fifteen, but, tiring of this, went to sea." Possibly his early experiences with Morris are now bearing fruit. He became an A.R.A. in 1904, and R.A. in 1919.

AN INTERESTING ROYAL BETROTHAL: BULGARIA TO HAVE AN ITALIAN QUEEN.

PHOTOGRAPH OF PRINCESS GIOVANNA BY SOMMARIVA.



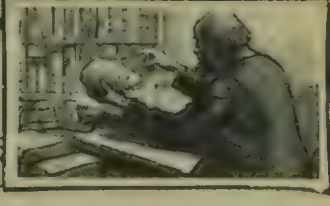
AN ITALIAN PRINCESS TO BE QUEEN OF BULGARIA: PRINCESS GIOVANNA OF SAVOY AND KING BORIS OF BULGARIA (INSET ABOVE), WHOSE BETROTHAL WAS RECENTLY ANNOUNCED.

The betrothal of King Boris of Bulgaria to Princess Giovanna of Savoy, third daughter of the King and Queen of Italy, was welcomed with great enthusiasm, in both countries, as a genuine love-match, without political implications. It was stated that the marriage would be celebrated during November, and would consist of two religious ceremonies: first, that of the Roman Catholic Church, in Rome, and, later, that according to the Orthodox Church, in Sofia. It was also announced that the Prince of Wales, representing King George, would stand

sponsor. King Boris, who has visited this country, was born at Sofia on January 30, 1894, and succeeded his father, ex-King Ferdinand, on the latter's abdication, on October 3, 1918. Princess Giovanna was born on November 13, 1907. Her brother, the Crown Prince of Italy, married last year Princess Marie José of Belgium. Her sisters are Princess Yolanda, Countess Calvi di Bergolo; Princess Mafalda, wife of Prince Philip of Hesse; and Princess Maria, who is still at school.



THE WORLD OF SCIENCE.



IVORY GULLS IN THE REGION OF THE ANDRÉE DISCOVERY.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

MAN differs from the "beasts that perish" not merely in his physical characters, but also, and far more widely, in his ability to visualise states of being which he intends should materialise. He can plan for himself days of luxurious ease or schemes of high endeavour. Such as have sufficient leisure can fare forth to distant regions of the earth to secure the pleasure of slaughtering big game, or of basking in the sun of some earthly Paradise. There are few of us who would not enjoy this freedom; but how many are there who will deliberately choose to relinquish the life of luxury for the desolate places of the earth, where discomfort is certain and death possible, for the sake of the knowledge to be gained by a sojourn in these inhospitable regions? Whether they succeed or fail in attainment, they are entitled to a larger measure of praise than they generally receive.

The fate of Andrée and his companions in the Far North, of Scott and Wilson in the Far South, is a witness to the splendour of man's achievement and his contempt for danger. But there are some who are lost in amazement that such enterprises should ever be undertaken. "What good," they ask, "can come of such strenuous effort and such appalling discomfort?" The answer to such a question depends on our standard of what is "worth while." Those of us who covet knowledge for its own sake appreciate to the full what such men have done, and are willing to do again, even though apparent failure is more likely to crown their work than evident success. Mr. Mervyn Ingram, the son of my old friend Collingwood Ingram, is one of those who deliberately take their courage in both hands and

of this page, who will, I feel certain, derive no small pleasure in following the adventures of these young explorers.

The ivory gull is accorded a place on our list of British birds on the strength of the fact that it has been taken on these islands some sixty times since

evident, then, that these two species are in process of extinguishing the juvenile dress altogether.

Among the gulls the nestling down is marked by black bars and spots on a lighter ground-work, a pattern derived from the breaking up of longitudinal stripes. But the young ivory gull (Fig. 3) is totally different in this respect, the down being of a uniform smoke-grey. In this it recalls the shuas, save that in these the coloration is of a dark brown. In the nestling kittiwake gull (*Rissa*), the last stages are of a vanishing pattern. The home of the ivory gull is to be found only in high Arctic latitudes around the North Pole, for here alone does it breed. But, so far as I can make out, it is not commonly found breeding in the large numbers or colonies, such as are formed by other species. Nor are its numbers conspicuous during the winter months, when it moves south. There is doubtless a reason for this, which will be found on a closer survey of the conditions of the breeding area.

In disposition the ivory gulls appear to be somewhat savage. They feed, we are told, largely on the excrement of seals, walruses, and bears. But they also eat seal-flesh when it is to be had, fish, crustacea, and mollusca. Mr. Mervyn Ingram found them (as will be noted in an accompanying photograph taken on the expedition) nesting on the ground. But my old friend Colonel Fielden, who served as naturalist to the Polar Expedition of 1875-76, found a pair a mile south of Cape

Hayes nesting on a precipitous cliff. The nest is built of algae, mosses, and seaweed. The eggs, recalling those of the common gull, are normally two in number.

I am hazarding a guess—for I have not had an opportunity of going carefully into the matter—when I say that I believe the ivory gull breeds further north than any other gull. I may, indeed, be wrong. At Cape Hayes, in the same latitude as Storo Island, Colonel Fielden found it breeding, it is to be noted, with the glaucous gull, a much more abundant species, and also a British bird. But this particular point, and many others, I must leave for discussion by Mr. Mervyn Ingram, lest I trespass too far into his preserves.



FIG. 1. BIRD LIFE ON STORO ISLAND, NEAR KVITO, WHERE ANDRÉE'S CAMP WAS FOUND: A PAIR OF IVORY GULLS GUARDING THEIR YOUNG.

The ivory gull (*Pagophila Eburnea*), an occasional visitor to Great Britain, nests on Storo Island, situated in the same region as Kvito (White Island), where Andrée's remains were discovered. Two adult ivory gulls are here shown "on guard" over the youngster seen in the rough nest between two stones in front of them.

1822, when the first record of its occurrence was made. Those who stay at home, therefore, can know little or nothing of the living bird in a state of nature.

Yet—to the ornithologist, at any rate—it is a bird of extreme interest. The adult has a spotlessly white plumage, relieved by a ring of bare, vermilion-coloured skin round the eye, with washes of slate-blue and yellow on the beak, and with black legs and feet. In the matter of size it may be described as intermediate between that of the common gull and the glaucous gull.

The immature bird is still more interesting. It is a matter of common knowledge that young black-backed and herring gulls differ so conspicuously from the adults that at one time they were regarded as distinct species. The assumption of the adult coloration is a long process, occupying about three years. The immature dress of the glaucous and Iceland gulls and the common gull is not very dissimilar, and takes as long to "fade out." The juvenile dress of the ivory

gull differs from that of the adult in no very marked degree, but the differences, such as they are, are noteworthy. In the first place, the head displays what may be described as an incipient hood—or, more correctly, perhaps, vestiges of a once well-marked hood, such as is seen in our black-headed and some other gulls: inasmuch as the forehead, the area between the eyes and the beak, known as the "lores," and the sides of the face, have a leaden tinge masked by white tips to the feathers, while the rest of the plumage is white, relieved by a few blackish spots on the wings and a terminal bar of black on the tail. In this matter it recalls the immature coloration of the kittiwake. For here, also, young and adult differ but little. But the young bird is always to be distinguished by a black bar along the minor coverts of the wings and a terminal black bar to the tail. It is

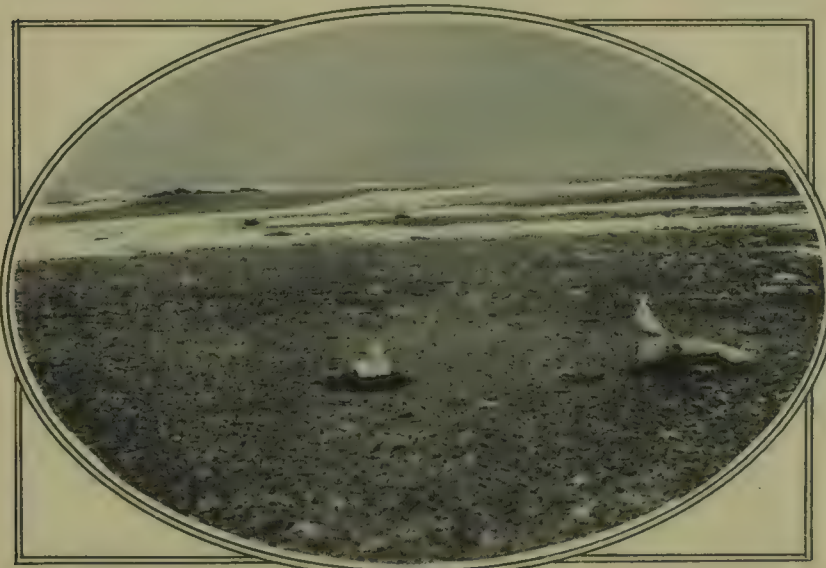


FIG. 2. BELIEVED TO BREED FURTHER NORTH THAN ANY OTHER KIND OF GULL: IVORY GULLS ON STORO ISLAND, ADJACENT TO KVITO ISLAND, THE SCENE OF THE ANDRÉE DISCOVERY.

This interesting photograph, together with that reproduced in Fig. 1, was taken by Mr. Mervyn Ingram, who is mentioned in this page as having accompanied an ornithological expedition to Storo Island.

invade the territories of desolation and death. Like his father, he is a keen naturalist. He has just returned from an ornithological expedition to Spitzbergen, organised by Mr. Christopher Dalgety. They chartered a Norwegian sealing-boat for the trip, and visited a number of remote islands in search of birds rarely to be found elsewhere. In this they were extraordinarily successful, finding the knot, sanderling, king-eider, and geese. On Storo Island, in the same group as Kvito, where Andrée's camp was discovered, they found the nests of the rare ivory gull, an account of which it is my privilege to give here. On another occasion, Mr. Mervyn Ingram will, I hope, afford me an opportunity of saying something of the other rarities—the knot, the sanderling, and the king-eider—for his own detailed report will doubtless be published in some scientific journal inaccessible to the readers



FIG. 3. A NESTLING IVORY GULL COLOURED A UNIFORM SMOKE-GREY: A TYPE WHICH DIFFERS FROM THE MAJORITY OF YOUNG GULLS, WHICH ARE MARKED BY SPOTS OF BLACK ON A MORE OR LESS BUFF GROUND.

Symbolism and Black Magic in the Antipodes.

BEING AN APPRECIATION OF

"MYTHS AND LEGENDS OF THE AUSTRALIAN ABORIGINALS": By W. RAMSAY SMITH.*

(PUBLISHED BY HARRAP.)

ACCORDING to their tradition, the aborigines of South Australia came from the North-West, and followed the Darling River until they reached Lake Alexandrina. There seems no reason to suppose that their laws and customs have altered since this immigration, thousands of years ago. They were the first people to inhabit Australia; at least, none of their traditions suggests that there were any previous inhabitants.

Dr. Ramsay Smith devotes the greater part of his book to relating their myths and legends, which have been handed down orally and are often told at dusk by the mothers of the tribe to its younger members. Dr. Ramsay Smith does not say how far he has tried to preserve the letter, as it were, of the originals. One, the story of the Creation, was told him by a Karraru woman. But, although in his renderings there is no striving after archaic expression, the primitive simplicity of the stories is not thereby impaired; can, perhaps, be appreciated all the better. One would like to know, however, whether the skilful narration, the form in which the legends are cast, owes anything to the adapter's manipulation. For they are told with a great deal of art, the loose threads being generally drawn together at the end. In this respect they are much superior to the Ashanti folk-tales, the narrators of which were apt to pursue alluring though irrelevant details, and put in the point of the story hurriedly, as an after-thought.

But there are similarities between the Ashanti and the Australian myths. In both, animals impersonate human beings, while keeping certain non-human characteristics. In Australian mythology

not dare to speak while it is near, and sometimes a camp of from forty to fifty people will remain silent until the bird has gone away. They think that the willy-wagtail will hear every remark they make and



AN INCIDENT IN AN AUSTRALIAN ABORIGINAL FOLK-STORY OF THE "MISCHIEVOUS CROW": THE CROW CAUSES A TREE, IN WHICH MOTHERS HAVE HUNG BABIES FOR SAFETY, TO GROW TILL THE BABIES ARE OUT OF REACH.

The story which the above reproduction illustrates tells how the wicked Crow (who is the Spirit of Evil in certain aboriginal legends) made use of the Wood Sprites and an incantation to cause the tree to grow and put the babies, who were hung in its branches, out of reach of the mothers of their tribe. Photographs showing interesting features of the life and customs of Australian aborigines of a Stone Age type, taken by the Mackay Aerial Survey Expedition in Central Australia, together with some striking and unusual views of Australian scenery, will be found on page 631 and page 632.

Photographs reproduced from Alice Woodward's Illustrations (in colour) to "Myths and Legends of the Australian Aborigines," by W. Ramsay Smith. By Courtesy of the Publishers, Messrs. Harrap.

will then fly off and make mischief between them and a neighbouring tribe. Some tribes look upon the bird as being employed by the Evil One to cause strife among men; and others think he is in touch with departed spirits. If the willy-wagtail should hear anyone speak disrespectfully of a departed spirit he will go at once and tell the reviled one, and the spirit will return and haunt the offender. The willy-wagtail is treated with such great respect because he was the first living creature to whom the Intelligence spoke at the beginning of creation."

As in the Ashanti tales, the living creatures sometimes behave like men, sometimes in accordance with their own natures: the eagle-hawk is bold and courageous and, as one would expect, strong on the wing. But sometimes they drop their proper characteristics altogether: the willy-wagtail, for instance, is represented as being expert in wrestling and (certainly with the help of guile) overthrowing all the creatures who went out against him, except the tortoise. This arbitrary possession of qualities is decidedly confusing, even when we remember that in many of the tales the creatures are not yet properly differentiated. Indeed, the object of some of the stories (as in the Ashanti folk-tales) is to show how this or that bird, animal, or reptile came by his distinguishing characteristics. The tortoise, for instance, was able to prevail over the willy-wagtail because he had put a "coolamon" on his back and tied a breast-plate of bark underneath him. These defences he was privileged to wear for ever in the form of a shell. His shell dates from the encounter with the wagtail. But he had always been slow-footed. The aboriginal mind is content with accounting for one development at once.

The myths of the Australian aborigines, however, must, as literature, rank much higher than those of the Ashantis. For the aborigines have, what the Africans possess only in a limited degree, a moral sense and a sense of beauty—to say nothing of the capacity to make a long story interesting. The crow, for instance, has a wicked nature: whenever he appears he causes trouble. "Among some of the Australian tribes it is the crow that plays the chief part in the story of the introduction of evil." One of the most amusing stories in the collection is called "The Mischievous Crow." This bad bird was in the habit of calling everyone he met "brother-in-law," because, by marrying a man's sister, "one is assured of that man's hospitality and protection." A simple ruse, but it took in first the eagle-hawk and afterwards some friendly pelicans. The crow tried to abuse the hospitality of the pelicans by giving their children, as a present, to the swamp-hawk. They were lodged in the branches of a gum-tree, just out of the crow's reach: their thoughtful parents had stretched a net under the tree, in case they should fall out and be hurt. It would take too long to tell the means whereby the crow's wicked designs were checkmated; suffice it to say that almost every creature in the forest rallied to the side of the parent pelicans. Thwarted, but not repentant, the crow moved off and started a new theatre of operations among the snakes, who were at that time charming and lovable, not yet having secured their poison fangs. After another exhibition of guile he managed to abduct the adder's wife. By now every creature of the forest was in league against him and desired his death. And the crow, strangely enough, suffered a change of heart. "He reviewed his past life, and felt deeply sorry for the wrongs he had done, and he wept for forgiveness. As he looked upon his past life he felt that everything had been a failure, and that no good had come out of it." This was putting it very mildly indeed. Then, when all the reader's most vindictive feelings have been aroused, and he longs for the crow to meet the fate it deserves, the story, with an effect surely only obtainable by the highest art, suddenly changes its tone. The blue wren comes and whispers to the crow that his plot against the pelicans, though wrong in itself, had



THE USE OF THE "POINTING BONE," AN AUSTRALIAN ABORIGINAL METHOD OF WITCHCRAFT: A PICTURE IN WHICH THE MAN ON THE EDGE OF THE FIRELIGHT (LEFT BACKGROUND) IS SEEKING TO BEWITCH ONE OF THE TWO BY THE FIRE WITH HIS "POINTING BONE."

the creatures most frequently met with are the kangaroo, the wombat, the platypus, the goanna, the frilled lizard, the carpet snake, the adder, the eagle-hawk, the falcon, the crow, and the willy-wagtail. The willy-wagtail is feared and revered as being particularly clever and astute; like the spider in Ashanti folk-lore, he is represented as generally getting the better of everyone. In a footnote Dr. Ramsay Smith says:

"The aborigines look upon the willy-wagtail as the most intelligent of all living creatures. Some tribes dread to see it near their camp. They will



THE STORY OF THE "MISCHIEVOUS CROW": AN AUSTRALIAN LEGEND WHICH RELATES HOW ADDERS RECEIVED THEIR POISONOUS STINGS FROM THE WICKED CROW.

been productive of good, because it had awakened in him, the wren, "the spirit to think of others and to feel for them." And the robin comes and adds its consoling testimony. True, the crow had given the snakes the sting of death; but even out of this evil

(Continued on page 641.)

* "Myths and Legends of the Australian Aborigines." By W. Ramsay Smith, M.D., D.Sc., F.R.S. (Edin.), etc. (Harrap; 21s.)

LIVING SURVIVALS OF THE STONE AGE: AUSTRALIAN "BLACKS" STILL PALÆOLITHIC.

PHOTOGRAPHS BY THE MACKAY AERIAL SURVEY EXPEDITION IN CENTRAL AUSTRALIA.
(COMPARE ARTICLE ON OPPOSITE PAGE.)



THE CLIMAX OF A "CARPET SNAKE" CORROBOREE, WITH A STICK REPRESENTING THE SNAKE: CEREMONIALLY DECORATED PINTOS, THE MOST PRIMITIVE AUSTRALIAN ABORIGINALS, WHO AFFIX FEATHERS WITH THEIR OWN BLOOD.



WITH EXTRAORDINARY CROSS-SHAPED HEAD-DRESSES MADE OF GRASS AND FEATHERS BOUND WITH HUMAN HAIR: "STONE AGE" PINTO WARRIORS (ONE WITH NOSE ORNAMENT) IN FESTAL GARB FOR A CORROBOREE.



HURLING A SPEAR BY MEANS OF THE WOOMERA, ALMOST THE ONLY IMPLEMENT OF THIS "PALÆOLITHIC" TRIBE, WHICH IS USED FOR FOUR DISTINCT PURPOSES: A PINTO WARRIOR SEEN "IN ACT TO THROW."



A CRAFTSMAN OF THE PINTO TRIBE MAKING A WOOMERA WITH A CHISEL OF CHIPPED STONE: A REMARKABLE SURVIVAL OF PALÆOLITHIC INDUSTRY IN CENTRAL AUSTRALIA.

MR. W. Ramsay Smith's book (reviewed opposite) has a close kinship with the remarkably interesting photographs (on this and the next page) taken by the Mackay Aerial Survey Expedition in Central Australia. Those given above show that, in the vast Australian bush, there are still to be found living examples of the Old Stone Age type of culture, such as existed in Europe 5000 years ago. "The Pinto and Eumo tribes," writes Mr. P. Crosbie Morrison in an account of the expedition, "are definitely Palæolithic. The woomera is almost their only implement. It is wide and hollowed, for use as a receptacle for small objects on the march. One end has the usual point, on which the butt end of the spear is held for throwing, and the other bears a knob of hard

[Continued below.]



HOW FIRE IS PRODUCED BY A PRIMITIVE TRIBE IGNORANT OF THE FIRE-STICK: A PINTO WARRIOR MAKING FIRE BY FRICTION BETWEEN A WOODEN SHIELD AND A WOOMERA (A PORTABLE RECEPTACLE).



DECORATED WITH PAINT AND DOWN FEATHERS IN DESIGNS SPECIALLY SUITABLE TO A DANCE AND TO THEIR TRIBAL STANDING: MEN OF A "PALÆOLITHIC" AUSTRALIAN TRIBE ATTIRE FOR A CORROBOREE.

[Continued.]

resin, which not only acts as a convenient handle, but also bears the stone chisel embedded in it. The edge of the woomera is worked with a sawing action over the face of a soft-wood shield to make fire, thus giving this useful implement four distinct purposes. There is no knowledge of the fire-stick commonly used by coastal tribes throughout the Commonwealth. . . . A number of corroborees are celebrated. The dancers are always men. Blood drawn from gashes in the thighs is used as the adhesive when feathers are worn for decoration."

WONDERS OF CENTRAL AUSTRALIA: A REMARKABLE SET OF GEOGRAPHICAL CURIOSITIES.

PHOTOGRAPHS BY THE MACKAY AERIAL SURVEY EXPEDITION. (SEE PREVIOUS PAGE.)



PROBABLY THE FOCUS OF A TREMENDOUS EARTH UPHEAVAL MILLIONS OF YEARS AGO: JAMES RANGE—A VAST NATURAL AMPHITHEATRE WITH GIANT TIERS OF "SEATS" FORMED BY DISPLACED STRATA.



ONE OF THE "TWIN WONDERS" OF THE AUSTRALIAN DESERT, RISING ABRUPTLY FROM THE LEVEL PLAIN: MOUNT OLGA—A SERIES OF DOMED ROCKS "LIKE HUGE BUNS," 800 FT. HIGH.

BESIDES the "Stone Age" tribes illustrated on the preceding page, the Mackay Aerial Survey Expedition discovered extraordinary landscape phenomena as the two aeroplanes passed westward from Alice Springs and Hermannsburg, and flew over the great sandy desert in the eastern regions of West Australia. "The whole centre of the Continent," writes Mr. P. Crosbie Morrison, "was apparently at one time a huge plateau. Weather action has worn down the softer portions, leaving stark hills of

(Continued below.)



"UNIQUE, AWESOME, AND MAGNIFICENT": PART OF AYER'S ROCK, AN ISOLATED MONOLITH 2 MILES LONG, 1 MILE WIDE, AND 1000 FT. HIGH—(SHOWING TWO SURVEY AEROPLANES ON RIGHT).



"THE CAVES DWARFED THE HUMAN FIGURE: THEY MIGHT HAVE BEEN MADE FOR A PANTOMIME GIANT": A MAN SHOWN MIDGET-SIZE BEFORE A HUGE CAVITY IN AYER'S ROCK.



THE MOST REMARKABLE WATERFALL ON AYER'S ROCK: A SERIES OF BASINS INTO WHICH WATER FROM DEW-PONDS ON THE SUMMIT FALLS IN SUCCESSIVE CASCADES, EACH 90 FT. HIGH, FORMING PERMANENT WELLS AT THE BASE.

(Continued.)

harder material. This action has produced the most remarkable set of geographical curiosities. . . . There is evidence of tremendous internal upheavals of the earth. The James Range forms a natural amphitheatre, which was probably the focus of such an earth movement millions of years ago. Giant tiers of 'seats' are formed of the displaced strata. Around the 'arena' the Finke River has its sinuous course. But the most remarkable geographical feature was Ayer's Rock; with its attendant rock mass, Mount Olga. These twin wonders of the desert rise abruptly from the level plain, Mount Olga a series of dome-shaped rocks like huge buns, 800 ft. high, and Ayer's Rock, an isolated monolith, domed with architectural precision, 2 miles long, 1 mile wide, and 1000-ft. high. The caves dwarfed the human figure, and bore evidence of aboriginal camps and feasts, with crude drawings on the walls."

A GREAT ART DISCOVERY: A NEW BOTTICELLI IN AMERICA.



A DETAIL OF THE ABOVE PICTURE: THE HEAD OF THE VIRGIN, OF A TYPE FAMILIAR TO ALL ADMIRERS OF BOTTICELLI.

"THE MADONNA AND CHILD WITH ST. JOHN AND AN ANGEL": A TONDO FORMERLY IN THE SALTING COLLECTION, AND LATELY IDENTIFIED AS THE WORK OF SANDRO BOTTICELLI.

THIS extremely beautiful picture was originally in the Salting Collection. It has just been sold by the John Levy Galleries, New York, to Mr. E. W. Edwards, of Cincinnati, Ohio, U.S.A. No information is available as to whether it was known as a Botticelli in Mr. Salting's lifetime, whether it passed out of his collection before his death, or whether it was overlooked by our own authorities when those pictures required for the nation were chosen from the collection in accordance with the terms of the will. It is reasonable to suppose that recent cleaning has revealed the original in the state of remarkable purity as seen in our illustrations. The photographs of details of the composition are particularly illuminating. One point is of very special interest as showing Botticelli's uncanny and inspired observation of nature. Note the Child's right foot, where the big toe turns back while the others lie like a fan. Dr. G. Fiocco writes as follows about this seemingly insignificant detail in the current issue of the "Burlington Magazine": "A physiologist would explain that this arrangement of the toes is a reaction to the pressure of the mother's wrist on the instep—a reaction that is only seen in normal children till they are three years old. In adults it disappears or remains only as a symptom of degenerate disease. It has only been known to medical science during the last fifty years, and is called after its discoverer, Babinski." It will be seen that Botticelli recorded this as long ago as the fifteenth century.



THE HEAD OF THE ANGEL: A DETAIL OF THE ABOVE PICTURE WHICH SHOWS A HEAD WITH TYPICAL BOTTICELLI FEATURES.



A PAGE FOR COLLECTORS.

STEEPLECHASING PRINTS BY AND AFTER HENRY ALKEN.

By FRANK DAVIS.

ONE man's joke is, as often as not, another man's boredom. It is a long way from the wit of Sheridan to the humour of Surtees—which is why some people fail to admire sporting prints. One is tempted to fill a volume very learnedly upon the theme of "The Englishman's sense of humour in the thirties and forties of the nineteenth century." What a subject! Mr. Pickwick in the wheelbarrow; Mr. John Jorrocks, M.F.H., slung into the swimming-bath; clowns pursuing policemen with red-hot pokers! One could make this page a catalogue of excruciatingly funny situations, which provoke our laughter not by their subtlety, but by a certain robust geniality, a hearty smack-on-the-back sort of good spirits, which, since they were immortalised in either type or pencil, have acquired the proper patina of age. There is much to be said for the theory that good jokes are like good port—they need time before they acquire the bouquet which endears them to the connoisseur.

It is a mistake to look upon any sporting print as one looks upon a Botticelli. They are human documents before they are works of art, produced for the edification of a rather snobbish, hard-riding and hard-drinking public. It is odd to think that for centuries the very best people had founded their fortunes upon trade, and that it was left for just these twenty years of the nineteenth—that is, the thirties and forties—to establish the convention that no gentleman could possibly soil his hands in business. Well, there they are, these innumerable prints of the period, inimitable transcriptions of the point of view of comfortably-off country (and county) people. Sometimes they are intentionally, sometimes unintentionally, funny—and not only funny, but quaint with a vivacious heartiness which is extraordinarily engaging if one moves normally among the very sophisticated.

It is just this quality which constitutes their greatest charm. Yet, strange to say, it is their very geniality which seems to make some people frown. We can ignore the soulful art-lover who considers them beneath his notice because they do not possess the tone-value of a Titian: that is understandable, given a brow sufficiently high. But what are we to think of the earnest sportsman and great authority upon the subject of this article who writes as follows about the work of Henry Alken? "In a great deal of this work we have his tendency to caricature. I have already said that this style makes no appeal to me, but it was much in vogue at the time, and in keeping with the humour of the period." This passage refers to those book-illustrations by Alken which were definitely meant to be funny; but the point I want to make, in defiance of all the bigwigs, is that, artistic questions aside, the best sporting prints are just those which do show "this tendency to caricature." Alken, for example—a most admirable artist in every way—produced as many, or more, "straight" pictures as funny ones. But I think

few people will deny that even in these "straight" works there is an undeniable and quite unconscious humorous intent. Look at the first illustration, chosen at random from a dozen others. ("The Warren Wall." A Quick eye and Steady hand often save a fall. 1848.) This seems to me to show H. Alken at his liveliest and best. The scene is full of movement, delightfully composed, and I don't think Frith himself would have been ashamed of the little group of spectators; nor can the most pernicky racegoer find much to cavil at in the movement of the horses. But am I seeing what isn't there when I find the black and the white horses in the centre have uncommonly funny faces, or that the rider who has taken a toss in the foreground knows he looks rather foolish? And surely the gentleman on the extreme right, who is piloting the lady so carefully, is strutting along in a manner not quite in keeping with his surroundings?

Having proved my case to my own satisfaction in the case of Henry Alken, is it fanciful to see the same tendency in the very different methods of F. C. Turner, as illustrated in the Vale of Aylesbury Steeplechase? F. C. Turner was a lesser artist, less firm in his handling, not nearly so sound a connoisseur of horsemanship. (The reader will perceive that I am an Alken fanatic—it is quite permissible to disagree.) All the same, this plate is a fine, spirited scene, and will do credit to any wall. But the horse struggling out of the brook has a face as definitely funny as anything Alken ever drew, and the full-featured, rather pompous rider with his whip raised, in the centre, is surely intended to be a caricature rather than a portrait.

In a few weeks the average man will have forgotten his season's losses on the flat, and will be optimistically looking forward to a successful winter. He might do very much worse than invest his problematical winnings in a series of sporting prints—considered financially, they are considerably more reliable than race-horses. Here is a pretty complete list of the plates by and after the inimitable Henry Alken which show steeplechasing subjects. This list may also be of use to those lucky people who have inherited one or more of these prints, but who have never bothered about them, and have not access to the reference books (they are from the invaluable catalogue in Siltzer):

1820. Billesdon Steeplechase. Four plates. Engraved by J. C. Bentley.
1827. Steeplechase. Set of six etchings.
1828. Part of a set of Sporting Medallions—six Steeplechasing. (Only 5 in. by 3 in.)

1830. Grand Leicestershire Steeplechase (1829). Eight aquatints by C. Bentley.
1832. A Steeplechase. Set of six. Aquatints by J. C. Bentley.
1836. Aylesbury Grand Steeplechase. Four aquatints by C. Bentley. Reissued 1866 with artist's name, W. Alken.
1837. Leamington Grand Steeplechase. Four aquatints by C. Hunt. The Appointment. In Full Cry. Getting Away. The Death.



THE VALE OF AYLESBURY STEEPLECHASE, BY F. C. TURNER: AN ANIMATED SPORTING PRINT AFTER AN ARTIST WHO, IT IS SUGGESTED, WAS NOT SUCH A "CONNOISSEUR OF HORSEFLESH" AS ALKEN, BUT—LIKE ALKEN—ALSO OCCASIONALLY INDULGED IN CARICATURE.

The writer of this article suggests that "the horse struggling out of the brook has a face as definitely funny as anything Alken ever drew; and the full-featured, rather pompous rider with his whip raised, in the centre, is surely intended to be a caricature rather than a portrait."

Reproductions by Courtesy of Messrs. Vicars Brothers, Old Bond Street.

1839. First Steeplechase on Record; or, The Night Riders of Nacton. Engraved by J. Harris. Four plates.

The last must be the best-known and the most frequently copied and reproduced of the whole tribe of sporting prints. In case the story is unfamiliar to some readers of this page, here it is, very briefly:

The officers of the cavalry regiment at Ipswich in December 1803 were killing time after mess inspecting their horses, when one of them proposed to match his grey against any others, at once, and "four and a half miles from here to Nacton Church." It was a moonlight night, and it was decided that nightshirts and nightcaps should be worn, "whereby we shall not only see each other better, but also ourselves remain unknown to vulgar eyes, if any such behold us." (Did cavalry subalterns really talk like the most genteel of mid-Victorian schoolmasters in the year 1803?) These four famous plates have the following titles:

- Plate 1. Ipswich, the Watering Place behind the Barracks (over subject). Preparing to Start. All sorts of Odds. The Grey for Choice (under).
- Plate 2. The Large Field near Biles Corner (over subject). Whoop and Away. The Major in Trouble. Subden's Linen Suffers (under).
- Plate 3. The Last Field near Nacton Heath (over subject). Accomplished Smashers. A Run upon the Bank (under).
- Plate 4. Nacton Church and Village (over subject). The Finish. A Good Five Still Alive. Grand Chorus, "The Lads of the Village" (under).

It goes without saying that the adventure immortalised in these four prints is by no means the first steeplechase. Captain Siltzer mentions two—one as far back as 1752, with a course of four and a half miles from the Church of Buttevant to the Church of St. Leger, and a second in 1792, from Barkby Holt to Billesdon Coplow:

1848. Fores' Steeplechase Scenes. Set of six engraved by J. Harris. (One is illustrated on this page.)

There are also several prints of steeplechasing scenes which are undated. As follows:



Steeplechase; or, A Cross-Country Match. Set of six. Steeplechase Recollections. Engraved by C. Bentley. Set of eight.
Six Points in a Steeplechase. (Six small coloured prints on one sheet.)
The Last Steeplechase at Hippodrome, Kensington. (Four plates engraved by Hunt and Reeves.)



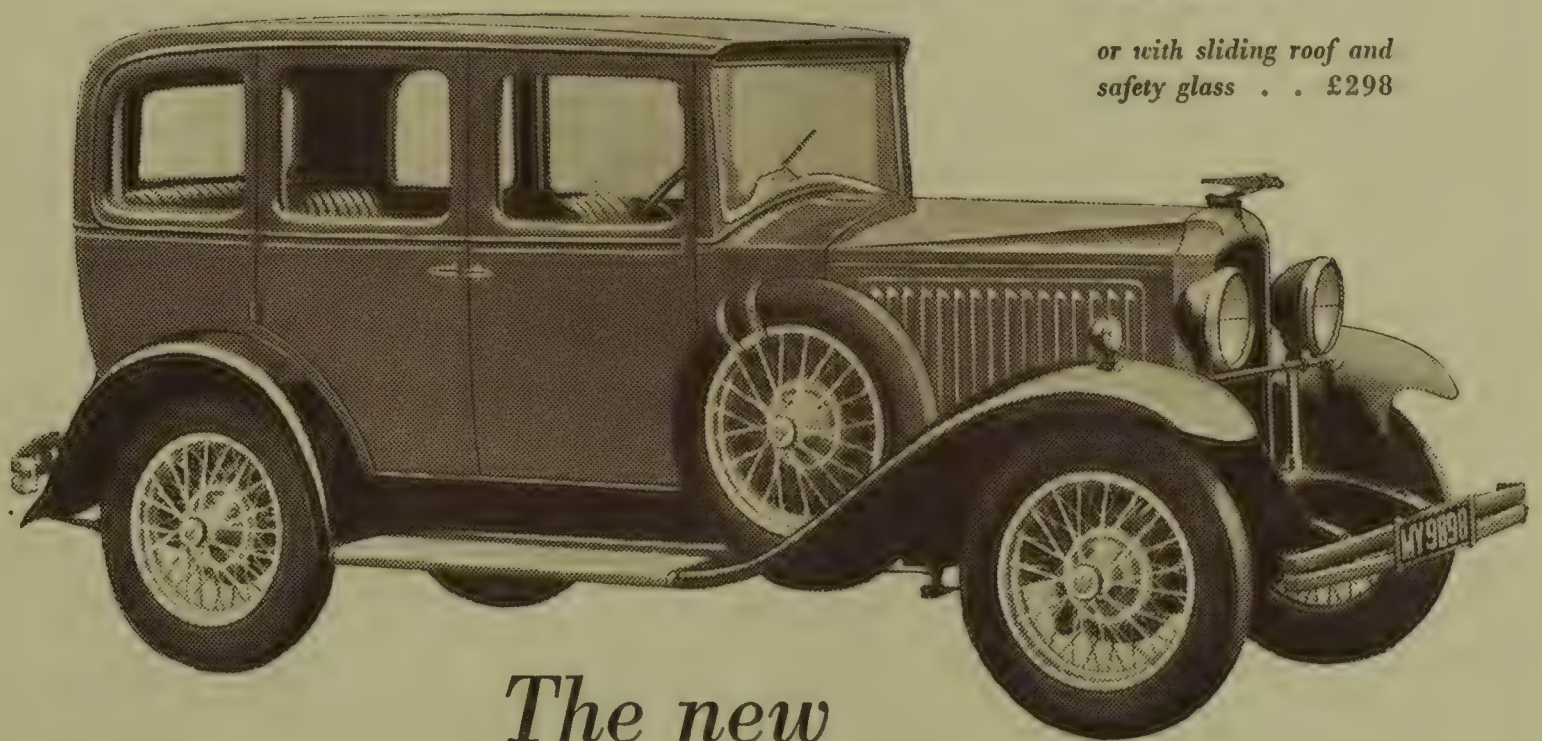
"THE WARREN WALL" (1848), BY HENRY ALKEN: A SPORTING PRINT THAT SHOWS TOUCHES OF HUMOUR WHICH WERE PERHAPS UNCONSCIOUS, BUT ARE NONE THE LESS ENGAGING.

In this lively sporting print, it is suggested, Alken gave the black and white horses in the centre "uncommonly funny faces," while surely there is a touch of caricature about the gentleman on the extreme right, piloting the lady so carefully, and strutting along in a manner not quite in keeping with his surroundings.

F I R S T A N N O U N C E M E N T

 17 h.p. 6 cylinders £280

or with sliding roof and
safety glass . . £298



The new
VAUXHALL "CADET"

Built in the true Vauxhall tradition



Vauxhall to-day presents for the first time a car priced at under £300. It can be seen at the principal Vauxhall Dealers, or full particulars can be obtained from General Motors Limited, The Hyde, Hendon, London, N.W.9.

London Showrooms: 174-182 Great Portland Street, W.1

This is an additional car to the famous Vauxhall 20-60 (now 24 h.p.) which will be known as the Vauxhall "Eighty"

THE PLAYHOUSES.

"THE BREADWINNER," AT THE VAUDEVILLE.

THIS is not a play that will suit all palates. It is a hard, bitter, occasionally over-brutal satire on youth, and some of the lines are unnecessarily coarse. The average fond parent will almost certainly hate it. Charles Battle is a stockbroker, forty-two years of age. His children, living in comparative luxury, regard him solely as a beast of burden—a patient camel. Indeed, among themselves they discuss whether men of his advanced age, whose lives must be merely a misery to themselves, should not be put out of the way. Kindly, but firmly. Even his wife has no feelings for him beyond placid tolerance. The scene in which, when they learn of the possibility of his being hammered on the Stock Exchange, they discuss the probability of his suicide, is too farcical, and unworthy of the play. They are vastly amazed when Charles Battle returns from the City and coolly announces that he has no intention of trying to avoid ruin. Mildly, indeed very affably, he tells them that he dislikes them all intensely. Their ignorant chatter wears him; their conceit sickens him, and therefore he has no desire to retrieve his fortunes that they may further batten on him. So, leaving them fifteen out of the twenty thousand pounds saved from the wreck, he goes off with the residue to spend the rest of his days blissfully doing nothing. The third act is weak, with its two unbelievable attempts at seduction of Battle, first by a girl of fifteen, and then by a woman of forty, but the play as a whole is a provocative and interesting one. Though, I repeat, sweet-natured people will hate it. Finely acted by Marie Löhr, Ronald Squire, Dorothy Dix, and Evelyn Roberts as the parents, and by Jack Hawkins, Peggy Ashcroft, Margaret Hood, and William Fox as the children.

"LEAVE IT TO PSMITH," AT THE SHAFTESBURY.

A quite amusing farce that will appeal to all admirers of P. G. Wodehouse. Considering the difficulties, Ian Hay has made his adaptation remarkably well, and is probably responsible for the major part of the amusing dialogue. Ronald Eustace Psmith (the P being silent, as it is in any word where it is not customarily employed) is hired by Freddie Bosham to steal his mother's jewels. His intention is not really nefarious; he merely desires her to release £5000 of his which she is holding up, under

the pretence of purchasing her another necklace with the money. Once the money is secured, the necklace, re-set to avoid detection, will be restored to her. Thus no harm is done, and everyone is satisfied. The third act tails off a trifle, but the first two acts are, on the whole, very amusing, and the farce is played for all it is worth by all the male members of the company and Miss Olive Blakeney. The other ladies content themselves with looking pretty—a task that, happily, makes no demand on their art. Messrs. Clive Currie, Aubrey Mather, Reginald Gardiner, Edward Chapman, and Basil Foster all score.

"KNAVE AND QUEAN," AT THE AMBASSADORS.

This Hogarthian picture is hardly a moving one. The dialogue is too self-consciously literary to be effective on the stage, though it may read well enough in the library. There is far too little action, and the story of how Count la Ruse, aristocrat and rogue, provided his rival for the favours of the gaoler's daughter with his own means of escape, and himself committed suicide, never excited one. Miss Mary Ellis, as Lætitia, was spirited enough, but rather suggested a hearty lady of the Court than a light o' love of Newgate Prison. Nor did Mr. Reginald Bach's Jonathan Wild impress: he was a gross, unpleasant old man, but never for one moment carried conviction as the terror of the underworld. Mr. Basil Sydney played with a mannered ease as Count la Ruse, but the best performance of the evening came from Mr. George Curzon, whose languid style exactly suited the rôle of the cynical Lord Wainwright.

"IT'S A BOY," AT THE STRAND.

This is just a bit of nonsense, as Mr. Leslie Henson himself described it, and your enjoyment of it will depend upon the mood in which you enter the theatre. It will depress or amuse you according to your humour. You will not have to thank Mr. Austin Melford either for his treatment of the plot or the wit of his dialogue. Dudley Leake is a newly-married widower, and discovers he is a stepfather. His bride is prepared to welcome the baby boy—until it arrives in the person of Mr. Sydney Howard's Joe Piper! From the moment Mr. Howard and Mr. Leslie Henson get together, the plot disappears . . . and the entertainment is all the better for that. How they both disguise themselves as a lady novelist, and, neither aware of the other's identity, discourse refinedly on many things, from sealing-wax to cabbages and

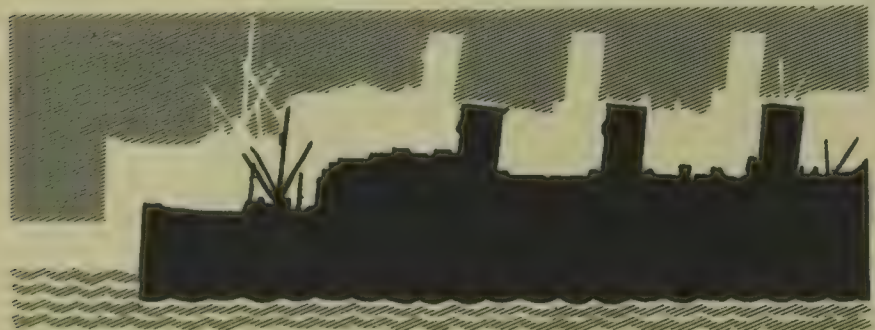
kings, is one of the most humorous female impersonation scenes seen for a long time. The plot altogether fades away in the last act, but Messrs. Henson and Howard hold the stage in a drinking scene that excels even their previous efforts in this direction. If you are in a cheery mood, and are willing to laugh regardless of the excuse, "It's a Boy" will provide a jolly evening's entertainment.

THE WORLD OF THE KINEMA.

(Continued from Page 616.)

heard, more shocking than any burst of sound, the silence that succeeded the last beat of the heart of the machine. On a much smaller scale, Mr. Dupont has made in "Two Worlds" a similarly suggestive use of the cessation of sound. Prototype of the whole Jewish race in all that it stands for of tradition, bigotry, communal generosity, and passionate devotion to religious faith and family ties, is Simon Goldscheider, the old clock-maker (magnificently and most movingly played by Randle Ayrton). In his little shop he is awaiting the return of his only son from another part of the town to greet, with appropriate ceremonial, the opening of the Passover. Shutters are closed, the door is locked against intruders. The old man moves about the room in peaceful silence, covering and arranging his goods for the festival. All about him on the walls are clocks innumerable. In the quietness we hear their rhythmic, insistent ticking, each a little different from the others, each spelling out the same seconds as they pass. Backwards and forwards swing the many pendulums, each with its swinging shadow on the wall. With gentle fingers the old man stops them one by one. As each is stilled, the voices of those left alive seem to sound a more insistent note. But soon all the pendulums are motionless, the last voice checked. With the extinction of both light and sound, it is as if time itself, with the whole world, is caught away in contemplation of eternal holiness.

It is probably because of moments such as these—for there are others of equal simplicity and import—that "Two Worlds" has received the Bavarian insignia of æsthetic merit. For, if Mr. Dupont has not altogether succeeded in accomplishing all that he set out to achieve, his failure to do so is on a grand scale, and therefore an infinitely more important contribution to the art of the kinema than more flamboyant success built on the sands of triviality rather than the rock of artistic aspiration and integrity.



LONDON—PLYMOUTH—NEW YORK

"The Route that Cuts off the Corner"

Plymouth is but four hours distant from London. That is why the Mails are landed there. Time is money. They take the quickest path. Why not EMBARK at Plymouth, the non-stop route? Cross by one of the three luxury liners . . . "France," "Paris," and "Ile de France" (First and Second Classes only) or by the speedy "Cabin" liners "Lafayette" or "De Grasse." (Cabin and Tourist Third Cabin only.)

NO QUICKER ROUTE
NO FINER SHIPS
NO DAINTIER CUISINE
NO BETTER SERVICE

Direct
by the



COMPAGNIE GENERALE TRANSATLANTIQUE LTD.
20, COCKSPUR STREET, LONDON, S.W.1

or to all leading Travel Agents.

Buying a new Typewriter? Try a BAR-LOCK first—free of charge, of course.

We will supply you with the machines to test in your own office without charge and without obligation to purchase.

Give British Products a fair trial before buying from abroad.

THE ALL-BRITISH BAR-LOCK

is built by engineers and backed by all that British engineering stands for.

EXCLUSIVE
FEATURES
include

INSTANTLY REMOVABLE
AND INTERCHANGEABLE
CARRIAGES,
TEN KEY-TABULATOR.



BAR-LOCK (1925) CO.,
NOTTINGHAM, ENGLAND.

By Appointment to His Majesty the King.

Telegrams, Barlock, Nottingham; Telephones, 75141/2, Nottingham; Coles, A.I., Westn. Union, A.B.C. (5th edn.), Marconi Int., (Vol. 1)



ROLLS-ROYCE

THE BEST CAR IN THE WORLD



Rolls-Royce cars of the latest type are being shown on the stand of
Automobiles Rolls-Royce (France) Ltd at the
PARIS SALON
from October 2nd to 12th

and on the stand of Rolls-Royce Limited at
OLYMPIA
from October 16th to 25th

At both Exhibitions Rolls-Royce cars will also be displayed on the stands of
leading Coachbuilders. The prices of Rolls-Royce chassis remain unaltered.



Rolls-Royce Ltd. 14, 15 Conduit St. London W1 Telephone: Mayfair 6040



*By Appointment to
His Majesty the King.*



*By Appointment to
H.R.H. the Prince of Wales.*

HOOPER & Co. (Coachbuilders), Ltd.

AGENTS FOR ALL LEADING CARS.
Motor-Body Builders and Coachbuilders.

By Appointment to:

HIS MAJESTY THE KING.
HER MAJESTY THE QUEEN.
H.R.H. THE PRINCE OF WALES.

H.R.H. PRINCESS MARY,
COUNTESS OF HAREWOOD.
H.R.H. THE DUKE OF CONNAUGHT.

By Appointment to:

H.M. THE KING OF SPAIN. H.M. THE KING OF EGYPT.
H.M. THE KING OF SWEDEN. H.I.M. THE SHAH OF PERSIA.
H.I.M. THE EMPEROR OF JAPAN.

54, ST. JAMES'S ST., PICCADILLY, LONDON, S.W.1



The Mall, London.



A HOOPER ROLLS-ROYCE.

DAYLIGHT FOR THE MODERN SHOPPER.

FIFTY years ago, the hundreds of elusive tints in which materials are now made, varying in almost imperceptible degrees, were simply non-existent. A few good shades were considered sufficient, and the infinite possibilities of blending different tones in one dress were not exploited by the fashions. To-day, however, with independent trimmings and ornaments entirely banished, colour plays a vital part in dress. The modern woman chooses her colours as carefully as an artist mixes his paints, and to both, daylight is an invaluable aid. Realising this fundamental necessity of modern fashion, Gorrings, the famous firm of Buckingham Palace Road, S.W., have recently pulled down walls, banished overcrowded departments, and let in a wealth of natural daylight everywhere, concentrating



THE CHARM OF THE NEW EVENING DRESSES: A TRIO OF ATTRACTIVE FROCKS PHOTOGRAPHED IN A CORNER OF THE MODEL GOWN-SALON AT GORRINGS. THE ONE ON THE LEFT IS OF "PATOU GREEN" GEORGETTE, THE DANCE FROCK IS OF NET AND LACE, AND THE THIRD OF PALE-PINK SATIN BEAUTÉ, WITH A CAPE-COATÉE OF NET, EMBROIDERED WITH CRYSTAL BUGLES.

especially on the new Fabric Hall. Here are to be found every kind of material, silks, real and artificial, wools, linings, etc., which can be matched in a second one with another, under the clear daylight coming



CHOOSE YOUR FABRICS BY DAYLIGHT: A VIEW OF THE NEW FABRIC HALL AT GORRINGS, IN THE BUCKINGHAM PALACE ROAD, S.W., WHERE EVERY KIND OF MATERIAL MAY BE FOUND UNDER DAYLIGHT, WHICH STREAMS THROUGH THE LOFTY GLASS ROOF.

through the lofty glass roof. This large central avenue is crossed by smaller sections in which are grouped all the accessories which a woman must have to match, such as gloves, stockings, bags, and shoes, so that shopping is reduced to the minimum of time and trouble.

In the hurry and bustle of modern life, there is one thing over which every woman loves to linger, and that is the choosing of clothes. Gorrings has always enjoyed a reputation for devoting individual care and attention to each shopper, and, in spite of the modernised building, this famous personal element

remains. "Comfort for the shopper" is the prevailing maxim which the firm endeavours to carry out to the utmost extent.

On the "gallery floor" are to be found dresses and coats of every price and character. In the model gown salon were photographed the charming frocks shown on the left. The dress reflected in the mirror is of georgette in the new shade of "Patou green." It is beautifully cut and draped. On the right is a Paris model in pale-pink satin beauté, with the skirt decorated with appliqué flowers made of the reverse side of the material. The cape-coatee is of net embroidered with crystal bugles. The débutante's frock is of net and lace and can be obtained for nine-and-a-half guineas. Amongst the day-time modes is a wide choice of trim, well-cut coat-frocks of new woollen fabrics, each available for five guineas. Two are shown in the photograph



A FAVOURITE ACCESSORY OF MODERN WOMAN: HANDBAGS TO SUIT EVERY FROCK, IN THE SECTION DEVOTED TO THIS IMPORTANT SPHERE AT GORRINGS.

above. Every department is making special offers this autumn to commemorate the merging of the old into the Gorrings of to-day.



The Smartest CHAUFFEURS' LIVERIES

Your chauffeur can be fitted by Moss Bros. without delay and at a minimum of expenditure with a perfectly tailored outfit. Fine materials, guaranteed for hard service.

Finest quality heavy-weight
BLUE OVERCOAT 5½, 6½, & 8½ Gns.
BLUE SERGE SUIT - 6 Gns.
BLUE RAINCOAT 70/- and 97/6
MACKINTOSH - 65/-

MOSS BROS. LTD.
NAVAL, MILITARY, R.A.F. & GENERAL OUTFITTERS
of Covent Garden
(CORNER OF KING ST & BEDFORD ST) LONDON, W.C.2.

WRITE FOR ILLUSTRATED CATALOGUE.

Telephone: Temple Bar 3341
(6 lines).

Wires: Parsee Rand, London



BEAUTY SPOTS.

Mrs. Bear: "I must say I admire your spots, Mrs. Leopard."

Mrs. Leopard: "Yes. And now I have had the floor polished with MANSION POLISH I am sure you will agree that this room is the brightest spot I own."

MANSION POLISH

gives a brilliant finish to Floors and Furniture, and preserves Linoleum.

FOR DARK WOODS USE DARK MANSION.

Tins 6d., 10½d. and 1/9. Large Household 3/- Tin contains 2 lbs. nett.

PETROL FOR EASY STARTING

Every morning you slip into your car and switch on. Every morning off she goes at the first touch on the button. The 'lighter fractions' in the New BP fire at once—saving the waste of fruitless attempts to start. Giving you more miles per gallon.

PETROL FOR ACCELERATION

Down goes the policeman's hand. Down goes your foot on the accelerator. In a moment you're in top again threading the traffic swiftly, surely. 'High overall volatility' of the New BP is saving you miles per gallon.

PETROL FOR POWER AT SPEED

Five in the car and a stack of luggage. But hark to that smooth clean roar of power. BP's 'heavier hydrocarbons' give more power from every drop—more miles per gallon!

GET ALL THREE IN THE NEW 'BP'

ASHLEY



BP

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

I WOULD warn purchasers of new cars for use in the United Kingdom that it is wiser to pay for non-splintering glass in all windows and screens than to accept cars without this protection. The reason I state this so prominently is prompted by the idea in the minds of Ministry of Transport officials that such form of glass shall be a compulsory fitting as soon as it is possible to embody it in an Order under the powers given to the Minister by the Road Traffic Act. I know that most of the popular cars—Austin, Morris, Wolseley, and the like—include it in their specification. Other makers ask an extra pound or two to provide Triplex or some other make of non-splintering glass. It is these latter folk that I chiefly refer to, and suggest the buyers paying for it when the car is first purchased rather than having to fit it compulsorily later on.

Similarly, renewers of car licenses on January 1 may require to produce a certificate to show the Post Office people or registration officer that the car carries a third-party insurance indemnity. Therefore, in cases where the premium becomes due at the end of the quarter, I suggest that motorists should ask their insurance offices, when sending the receipt, to write a letter stating that the owner and driver of the car registered number WX9999, or whatever it is, is insured against all third-party risks. As a matter of fact, I do not believe the machinery for issuing everybody a certificate of indemnity against third-party claims can be prepared by the insurance companies by Jan. 1. Consequently, I rather fancy March 1 as the official date when we shall start carrying this certificate on our cars.

Six-Speed Gear ; Cars are getting larger nowadays,
Novel as the coming motor exhibitions
Transmission. will doubtless reveal to their
visitors. Consequently, people
are apt to take them into places where perhaps they

may leave beaten tracks. Six-wheeled limousines are now in use. Therefore the revival of the six-speed gear-box, built by the Mercedes-Benz-Maybach group of German automobile firms, is particularly interesting. This gear-box resembles an ordinary three-speed gear-box with an auxiliary two-speed gear added to the front end; the second pair of gears, however, being used as the constant mesh pinions of the ordinary box. The result of this layout gives a normal set of three speeds from one of the constant pinions and a higher set of gears when the second constant pinions come into use. Equally, of course, instead of increasing the ratio, they can be built to lower it to any gear—say 50 to 1 if wanted. As applied to the ordinary touring car, it permits the driver a wider range of gears for hill climbing. Therefore, when he is ascending an up-gradient on the lower of the two low speeds provided, and finds he can afford to change up a ratio, he can take his choice of using the normal second speed or the higher of the low gears. This gear also embraces a pre-selection device working on the vacuum system for the second set of higher gears. The ordinary gears are changed in the usual manner by the driver using the gear lever. The auxiliary higher gears are thrown into action by the vacuum from the induction pipe to the vacuum motor, which actuates the sliding dogs to bring these gears into play. So the driver has only to set the finger-lever on the gear selected, then take his foot off the accelerator pedal, which permits the vacuum motor to move the dogs and bring the gear into play. After all, this is only a momentary job, so gear-ratio changing is a simple matter. It also provides two speeds for the reverse.

When General Motors discarded
More "Eights" ; six-cylinders for eight-in-line last
New Chrysler. June for the new Buick models,

I was not surprised to learn that Chrysler also was giving the public a new "straight eight" car range to choose from. There are two Chrysler models, the

smaller to be known as the Chrysler "Eight," with a bore of 85.7 mm. and a stroke of 114.3 mm., rated at 27.4 h.p., similar to the older model "77" of six cylinders rated at 27.3 h.p.; so it pays the same tax in England and the same insurance. A down-draught carburetter, combined with a fuel-impeller driven by the engine, supplies the gas mixture. This fuel-pump draws its supply from the tank carried at the back of the chassis. The other is the Chrysler "Big Eight," a car with a 29.2-h.p. engine of over six-litre capacity, as against the 5274 c.c. of this 27.4-h.p. model. Both these "straight eights" are low in appearance to the ground, and the new V-shaped radiators give them a character of their own. Both have four-speed (forward) gear-boxes, with twin top; Lockheed hydraulic brakes, air-filters, and all the usual equipment and fittings common to the nice finish of Chrysler cars. A new Chrysler "Light Six," of 23.4 h.p., costing £299 as a saloon, is on the usual Chrysler lines, with a three-speed gear-box, as a lesser-priced model for a choice against the present six-cylinder cars that are being continued this year, but at lower prices.

A Reversing Record Test.

Texaco golden motor-oil recently underwent a most searching test as a lubricant, when a driver actually drove his car from New York to Los Angeles and back again in reverse gear, a distance of 6600 miles backwards. Everybody knows the reverse gear of a car is always its lowest ratio, so that if an engine could get hot, such a test would make it. Yet such were the efficient lubricating qualities of Texaco oil that it kept this engine clean and sweet-running all the way and free of engine trouble. A freakish record, but, oh! what a test with mile after mile at a comparative crawl, so low is the gear, however fast the engine could turn over! Lubrication has greatly improved, and the oil-distributors deserve all the pats on the back they can get, because their task of meeting the increased speed of the modern motor means better oil, and they give it to us.

[Continued overleaf]



AT THE WORKS

EVERY Vauxhall

IS FILLED AND

TESTED ON

WAKEFIELD

CASTROL

AA

FREE! May we send you
a copy of the
Vauxhall Lubrication Wall Chart?

MOTOR
SHOW
STAND
350
MAIN
HALL
GALLERY

C. C. WAKEFIELD & CO., LTD., All-British Firm
Wakefield House, Cheapside, London, E.C.2



*For
Discriminating Smokers*

555 VIRGINIA

STATE EXPRESS
CIGARETTES

TURKISH 444

(Continued.)

**New Ford
Car Models.**

Every Ford passenger-car may now be had with a 14.9-h.p. or a 24-h.p. engine at exactly the same price. The touring car only costs £180, and the low, unbroken lines of the new Ford are shown to full advantage. The windscreen and side-shields can be folded flat and are made of unsplinterable glass. The new Ford coupé, priced at £215, is an ideal car for shopping. There is a shelf for parcels behind the seat, and heavier packages can be placed in the large luggage space in the rear. People who are content with two doors can purchase the Tudor saloon for £195 at the works at Manchester. Both front seats fold right forward as well as being adjustable, and five people can ride in comfort. The four-door model is very well upholstered, and the new, deeper radiator now placed on all these new Fords gives a better line from front to rear. The price of this model is £225, with three windows on each side.

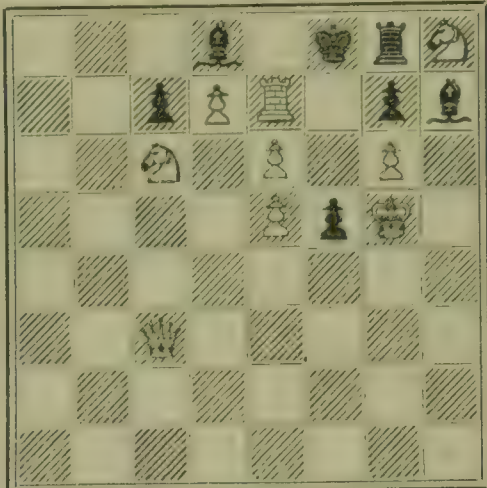
All these new Fords have a wonderful equipment, which includes unsplinterable glass windscreen, four hydraulic double-acting shock-absorbers on the springs, four-wheel brakes, front and rear bumpers, combination stop and tail-light, theft-proof ignition-lock, automatic windscreen wiper, besides the usual petrol-gauge, spare wheel, and fittings common to most vehicles. A cabriolet is another of the new Ford models also costing £225. This is a coupé with a drop-hood, and two extra people can sit comfortably in the dickey-seat. It is built as a light car, and is much the fastest of all the four models. Personally, I recommend buying all these cars with the 24-h.p., as the £8 extra paid on h.p. tax is easily recompensed by the comfort and easier running of the engine.

CHESS.

CONDUCTED BY ERNEST IRVING.

To CORRESPONDENTS.—Letters intended for this department should be addressed to the Chess Editor, I.L.N., Inveresk House, 346, Strand, W.C.2.

PROBLEM No. 4078.—By T. K. WIGAN (Woking).
BLACK (7 pieces).



WHITE (9 pieces).

[In Forsyth Notation: 3b1krS; 2pPR1pb; 2s1P1P1; 4PpK1; 8; 2Q5; 8; 8.]

White to play and mate in two moves.

This problem may be disliked by the purists, but there is an original point involved which will amuse those of our solvers who like novelty.

SOLUTION OF PROBLEM No. 4076. By T. C. EVANS (CLAPHAM).

[4s1B1; 4B3; 2P5; 2P1kp1S; Q3pR2; 2P5; 3sK3; 4S3; in two moves.]
Key-move: Q-Q1 [Qa4-d1].

If 1. — KQ5 (double self-pin), 2 KtB3; if 1. — PK6, 2 KtQ3; if 1. — Kt (Q7) any, 2 QQ5; if 1. — Kt (K1) any, 2 BB6; and if 1. — PB7, 2 QQR.

All Black's moves are provided for, except those of the Queen's Kt; in reply to which White must be able to go to Q5 to mate. Q1 is the only possible square, and this allows the BK a flight, obviating the necessity of moving the Kt, but at the same time making it impossible by reason of the self-pin, and allowing a new mate on f3, because the KP is now also pinned.

NIEMZOWITZ CORRALES THE PROFESSOR.

We are indebted to Mr. Peter White for the following amusing game, showing Niemzowitch in his characteristic rôle of lion-tamer. The professor roars bravely in the index, and threatens a deadly spring at the KRP, but nothing happens except good growling. Attacked on the right flank, he becomes tangled in the very success of his defence, when the tamer rushes the other flank and nips off the QRP. After that the victim can only pace his cage while the Black QRP strolls calmly up for the coup de grâce.

(French Defence—Bosch and Wombell Variation.)

WHITE Professor (Leo?) Mannheim. BLACK Niemzowitch.

1. PK4 PK3
2. PQ4 PQ1
3. KtQB3 BKt5
4. P×P P×P
5. KtB3 KtK2
6. BQ3 QKtB3
7. P×R3 BKB4
8. B×B Kt×B
9. Castles B×Kt
10. P×B Castles
11. QQ3 KtQ3
12. KtKt5

A little bait is laid upon e5, promptly bolted.

23. KtK5 QK3
24. RKt1 PKt3
25. KK2

The growl shows a diminuendo, and the noble beast begins to feel cramped for room.

25. KtB5
26. BK3 PKKt4
27. PKt3 RB3
28. QRKt RKKt1
29. BB1 PKt4
30. KtB3 PKKt5
31. P×KtP R×P
32. KtKt1 R(B3)Kt3
33. RB3 QKt1
34. KtK2 PKR4
35. KKt2 PR5
36. RR1 RR3
37. RR3 QKt3!
38. BK3 QR3!
39. BB2 Q×RP
40. BK1 PR4

Well roared, lion! His tail is in the air; it is a lovely morning and a meal's in sight.

13. BB4
14. BQ2
15. KtB3
16. KtR2

This bishop dances up and down like Pater Ecstasticus in the Mahler Symphony, and with little more effect.

13. QB3
14. BQ2
15. KtB3
16. KtR2

The first stage of the blockade, preparing PKB4, and a pretty knight pendant on K5 and QB5.

17. QK3 QKt2
18. QB3 KtK5
19. BB1 PB4
20. QQ3 KtR4
21. PKB4 QQ2
22. KtB3 QB3

Here comes the man with the padlock.

41. KB1 QKt8
42. KtKt1 PR5
43. KK2 PR6
44. RB1 PR7!

Leo turns his back, with nothing to do but wait for feeding time, thus unhappily postponed.

A LOSS TO SCOTTISH CHESS.

We hear, with the deepest regret, of the death of Carrick Wardhaugh, Chess Editor of the *Glasgow Herald* and for some years secretary of the Scottish Chess Association. Both as player and commentator he made friends all over the chess world, and was himself a strong and sporting player, delighting in rash adventure, and never so happy—or successful—as when endeavouring to save a lost game. He was a teacher by profession, and a keen philatelist. R.I.P.

Stoke Court**COUNTRY CLUB
STOKE POGES BUCKS**

Delightfully situated in Beautiful Country
200 feet above SEA LEVEL

**AN OLD-WORLD TUDOR MANSION
WITH EVERY MODERN - DAY CONVENIENCE**

(2½ miles from Slough)

Sheltered Against Winter Winds

TENNIS (4 Hard Courts). BILLIARDS. RIDING. HUNTING.
SQUASH RACQUETS. GOLF. DANCING. CENTRAL HEATING.
AMERICAN BAR. Half an Hour's Train Journey from London.

Come and Live here for the Winter!

For particulars write to:

GENERAL MANAGER, STOKE COURT, STOKE POGES

Telephone: Farnham Common 221.

**TERMS OF SUBSCRIPTION**

(1930) TO

"THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.

Twelve Months (including Christmas Number) ... £3 4 0
Six Months ... 1 10 0
Including Christmas Number ... 1 14 0
Three Months ... 0 15 0
Including Christmas Number ... 0 18 10

CANADA.

Twelve Months (including Christmas Number) ... £3 1 8
Six Months ... 1 9 3
Including Christmas Number ... 1 12 6
Three Months ... 0 14 8
Including Christmas Number ... 0 17 10

ELSEWHERE ABROAD.

Twelve Months (including Christmas Number) ... £3 11 4
Six Months ... 1 13 8
Including Christmas Number ... 1 17 6
Three Months ... 0 17 0
Including Christmas Number ... 1 0 4

Subscriptions must be paid in advance, direct to the Publishing Office, Inveresk House, 346 Strand, in English money; by cheques crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Orders, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Inveresk House, 346, Strand, London, W.C.2.

The Agents Havas is specially appointed to receive advertisements for "The Illustrated London News" for Western European countries, excepting France, at its Head Office, 62, Rue de Richelieu, Paris, and at all its branches. The representation for French advertising is in the hands of the Agents Dorland at 65-67, Avenue des Champs Elysées, Paris & branches.

The BENGUELA RAILWAY**LOBITO
BAY**

PORTUGUESE WEST AFRICA

**SHORTEST
ROUTE TO
RHODESIA***Saves many miles of travel both by land & sea*

Apply for handbook to:—

Publicity Agent, Benguela Railway.

Princes House Gresham Street..

LONDON. E.C.2

SOUTHAMPTON to LOBITO 4889 miles

SOUTHAMPTON to CAPE TOWN

(former shortest route) 5987 miles

**TRIUMPH****SCORPION SIX - CYLINDER***The finest small car in the world.**Safety glass throughout, Lucas electrical equipment and Dunlop Tyres standard.*

Triumph Motor Co., Ltd., Coventry. London: 218, Gt. Portland St., W.1 (1st Floor)

ANNOUNCING

the new Triumph Scorpion luxury six - cylinder at £237 10s. complete with sliding roof—the least expensive luxury six in existence to-day.

MENTONE—Gd. Hotel du Louvre

Fine Family Hotel. Next Public Garden and Casino. Full South. Large Garden. Tennis. Garage. Terms: 75 frs.

LAUGH AS YOU READ...

"ONE AT A TIME"

By R. S. HOOPER.

("Simple Simon")

Author of "And the Next"

THE FUNNIEST BOOK OF THE YEAR

John Lane, The Bodley Head.

6s. Net.

Same Old Headache Every Afternoon

A Sign of Poisonous Waste Accumulating In Your Body.

That same old dull ache in your head every afternoon—that sudden mysterious tired feeling that comes on you before the day is done, and sends you home more ready for bed than for your supper—it's one of the surest signs your intestines are falling down on the job and letting the waste matter accumulate. The stored-up waste putrefies—setting up toxins and poisons that sap your strength and energy, cause your head to ache, and make you feel as if you had lost every friend in the world.

One of the best things you can do for sluggish intestines is to drink a glass of hot water with the juice of half a lemon every morning before breakfast. This has a splendid cleansing and stimulating effect upon both the stomach and intestines. You can

make the hot water and lemon juice doubly effective by adding a tablespoonful of Kutnow's Saline Powder.

This is a famous old natural saline-alkaline aperient that has been used for years to flush the intestines and to combat the putrefactive processes and acidity. It makes a delightful effervescent drink that anyone will relish. Get about four ounces of Kutnow's Powder from any chemist to start with. Use it faithfully for six or seven days. The change in your condition will amaze you. You'll feel like a new person, improved in appetite, in colour, and clearness of complexion. Years will have seemed to be lifted from your shoulders. Every chemist knows of Kutnow's Powder, and will be glad to sell you four ounces for a test.



DIESEL TYPE
45 to 120 H.P.
at
700-900 R.P.M.
IN 3, 4, & 6
CYLINDER
MODELS.

**PETROL
PARAFFIN TYPE**
7 to 105 H.P.
in
2, 4, & 6.
CYLINDER
MODELS

GLENIFFER MOTORS LTD
TELEGRAMS: GLENGINE, GLASGOW ANNIESLAND GLASGOW W.3.



THORNYCROFT
MOTOR BOATS
& MARINE ENGINES

On view from Oct. 16th-25th at

OLYMPIA

STAND No 504-EMPIRE HALL

Full particulars from

JOHN I. THORNYCROFT & CO., LIMITED.

THORNYCROFT HOUSE, SMITH SQUARE WESTMINSTER S.W.1.

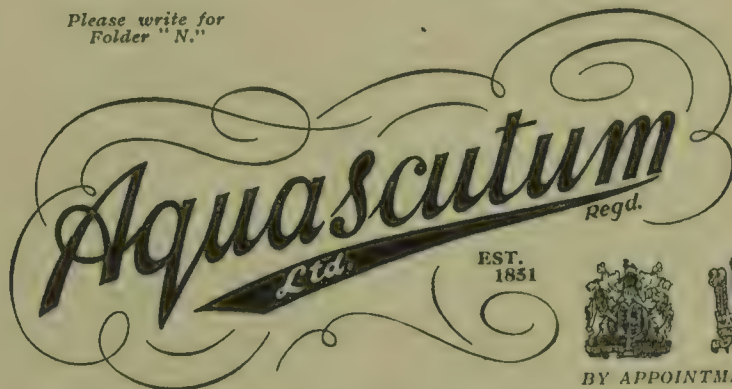


Autumn and Winter Overcoats

for all weathers & for every occasion

Ready to wear or to measure from **6** GNS.

Please write for
Folder "N."



100 REGENT STREET
and 113, Piccadilly, London, W.

AGENTS IN ALL THE PRINCIPAL TOWNS.



**Devotees
of the Kropp**

The Traveller All over the world men use the Kropp. It is the razor that demands least attention in return for continuous and luxurious daily shaving year after year.

From all Hairdressers,
Cuttlers, Stores, &c.

In case,
Black Handle, 10/6
In case,
Ivory Handle, 18/-

KROPP
ALL BRITISH
It never requires grinding

Send postcard for a
copy of "Shavers'
Kit." Booklet No. 162

Wholesale only:
OSBORNE, GARRETT & Co., Ltd.
LONDON, W. 1.

SYMBOLISM AND BLACK MAGIC IN THE ANTIPODES.

(Continued from Page 630.)

good had come, for "we have now found a way of avoiding death through the discovery of the virtue of herbs." The robin disappeared; a thunderstorm burst over the mountain.

"This is dreadful," said the crow. Suddenly, as if by magic, the storm passed over. The sun shone brightly; flowering plants shot up everywhere and decorated the mountain; and in the valley below the flowers formed everywhere a sea of colour. "Well," said the crow, "I have done much good, though I intended only evil." A light touch upon his shoulder caused him to turn. He beheld a form. It beckoned to him, and said "Come up. A place awaits you in the heavens."

"Now, if you will look at the sky to-night you will see the crow, no longer a symbol of darkness and evil, but a shining star, fulfilling the mission for which he was created."

This is a charming idea, and one might search through the literatures of many countries before one found an account of the transition between the Golden Age and the age in which we live as poetical and satisfactory as this. In all the myths, whether they are concerned with the Coming of Mankind, or with animals or with persons (Dr. Ramsay Smith divides them into these three categories), one finds countless examples of unforced beauty and subtlety in thought and feeling. Specially is this true of Palpinkalare, Perindi, and Harrimiah, and The Love-Story of the Two Sisters. But side by side with these beauties is a great deal that is very dreadful—the misdeeds of Evil Ones and other demons, horrible apparitions ably illustrated in colour by Miss Alice Woodward. And when we come, under Dr. Ramsay Smith's guidance, to examine the lives, laws, and customs of the aborigines themselves, we find that the dark side triumphs over the bright.

There is, perhaps, something rather magnificent in the three tests which both sexes must undergo before they are admitted to the status of manhood and womanhood.

"The first of the tests (which begin generally at puberty and extend over several years) is the over-

coming of appetite. This involves their doing a two-days' walk or hunt without food and then being brought suddenly before a fire, on which some choice kangaroo steak . . . is being cooked. They are required to take only a small portion of this.

"The next is the test of pain. The young boys and girls submit to having their noses pierced, their bodies marked, and to being laid down upon hot embers, thinly covered with boughs.



'PICKING UP THE PILOT': A FINE REPRODUCTION IN COLOUR OF THE PICTURE BY MONTAGUE DAWSON.

Collectors and ship lovers will be interested in the reproduction of Mr. Montague Dawson's painting of the clipper ship "Cutty Sark," entitled "Picking up the Pilot." The reproduction (25½ in. by 17 in.) is a facsimile of the original oil colour painting, and may be obtained from Messrs. Frost and Reed, Ltd. (26c, King Street, St. James's, S.W.1). It forms an addition to the well-known series of sea pictures by the artist, which include such subjects as "Racing Clippers," "Searching the Seas," "Homeward Bound." The price for a signed artist's proof is £4 4s., and for a print, £1 11s. 6d.

"The third is the test of fear. The young people are told awesome and hair-raising stories about ghosts and the *muldarpe*, the Evil Spirit or the Devil-devil. After all these tests they are put to sleep in a lonely place, or near the burial-place of the tribe. During the night the elders, who are made hideous with white clay and bark head-dresses, appear, making weird noises. Those of the candidates who

show no signs of having had a disturbed night are then admitted as fully-initiated members of the tribe.

"No youth or maiden is allowed to marry without having passed these tests. . . ."

It is surprising that they marry at all. The chapter on Witchcraft is disquieting and horrible. The aborigines have long practised the art of suggestion, an art which their medicine-men have brought to perfection. Their magical powers are symbolised and made visible to the vulgar by certain objects, all of which are supposed to be capable of causing disease and even death.

One of these is a crystal made of quartz. The medicine-man carries the crystals in a bag attached to his upper arm. He wears no clothing, but, presumably by means of a conjuring trick, he can give the effect of taking a crystal out of, or putting it into, the body of a sick man. The operation is beneficial or otherwise according as the medicine-man wishes.

Another spell-working instrument is the pointing stick, or *neilyeri*. The medicine-man points this at his victim, using certain gestures prescribed by tradition, and brings on a series of alarming hallucinations from which the poor wretch can only be saved by further rites and the intervention of the medicine-man. The "Wirrie" is a cruder affair. It is a bone or stick which has been placed inside a human body and allowed to remain there until the body has decomposed. It deals death not by suggestion, but by natural causes; for it is highly toxic, and, plunged into the victim during his sleep, produces death by blood-poisoning. The Ngathungi is also very fatal. Its main ingredient is food left over from a meal. Magical properties are supposed to reside in these off-scourings, which are usually buried. The medicine-man touches the face of the victim, while asleep, with the Ngathungi, which leaves a horrible smell. From that

moment he is bewitched, and can only be healed by an elaborate purification.

The rites connected with the "Thumie" would make an excellent Grand Guignol play. Dr. Ramsay Smith's account of them is very vivid, nor does he spare the reader's nerves. Learned as it is, the whole book is most readable and exciting—a contribution to pleasure as well as to knowledge. L. P. H.

PLAYER'S No 3

EXTRA QUALITY

Virginia Cigarettes

10 for 8^d 20 for 1^{/4}

50 for 3^{/3} 100 for 6^{/4}





Better health in old age

The imperfect digestion of food is a frequent cause of under nourishment. A nightly cup of Benger's Food — easily digested and very nourishing — greatly improves the general health.

From a Nurse:—

"My father who is old has your food every day... the cup he takes at bedtime has a most soothing effect."



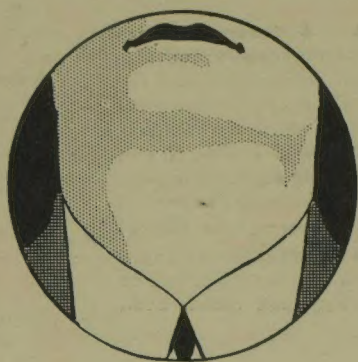
Sold in tins, 1/4, 2/3, etc.

Descriptive Booklet post free

BENGER'S FOOD, LTD.,
Otter Works,
Manchester.

838a

Prevent Colds



"...I always put a Formamint tablet in my mouth when Influenza is about and feel sure that that is why I escaped having it for some years."

Mr. N.W.G. - E.

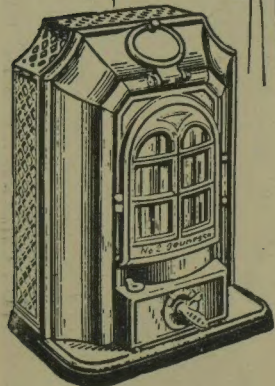
FORMAMINT WULFING BRAND

protects you against
infectious diseases,
such as
**INFLUENZA,
DIPHTHERIA, etc.**

At all Chemists, 2/6 a bottle.

Genatosan Ltd. Loughborough, Leicestershire.

KEEP ON- HEATING



Large variety of
designs from
£2 - 15 - 0
upwards.

Whether you go out or stay at home, the safe "ESSE" Stove keeps on distributing steady warmth throughout the house, banishing chills and damp. Fed once daily with anthracite — the clean, smokeless fuel — the fire need never go out.

Room 14 ft. by 16 ft.
well heated for
24 Hours for 4½d.

ESSE

Ask for "ESSE" Book and name
of nearest Stove Dealer from

SMITH & WELLSTOOD, Ltd., BONNYBRIDGE, SCOTLAND. Estd. 1854.
Showrooms—11 Ludgate Circus, London, E.C., and at Liverpool, Edinburgh and Glasgow.

FOLLOW THE SUN



CHRISTMAS & NEW YEAR
TOURS to
SOUTH AFRICA
BY MAIL VESSELS FROM
SOUTHAMPTON

DECEMBER 5 & 19, 1930
JANUARY 2 & 30, 1931

REDUCED RETURN FARES
to Capetown
£90 1st class
£60 2nd class
£30 3rd class

Fares to other South African Ports
on application
WEEKLY ROYAL MAIL SERVICE

Write for illustrated folder to
The Head Office: 3, Fenchurch Street,
London E.C. 3
West End Agency: 125, Pall Mall, S.W.1
Branch Offices at Southampton, Birmingham, Leeds
Liverpool, Manchester and Glasgow.

UNION- CASTLE



LINE



EGYPT—the land of majestic beauty

HEALTH AND SUNSHINE BECKON YOU TO EGYPT



SHEPHERD'S HOTEL, CAIRO

A modern hotel standing in its own grounds. Beautiful suites of apartments. Large gardens. Restaurant and Grill Room.



WINTER PALACE, LUXOR

Situated on the banks of the Nile, within easy reach of the Valley of the Kings. One of the finest hotels in Upper Egypt.



CONTINENTAL SAVOY HOTEL, CAIRO

In the centre of the town, overlooking the Opera Square and the Esbekieh Gardens. Excellent cuisine.



GRAND HOTEL, HELOUAN

The only place near Europe where balneological treatment can be obtained during winter months in a summer climate. The Bathing and Thermal Establishment, on one floor level, is equipped with the most modern apparatus and appliances. Separate sections for ladies and gentlemen, European masseurs and resident



LUXOR HOTEL, LUXOR

A luxurious modern hotel, providing excellent accommodation at very reasonable rates. Centre of great archaeological interest.

METROPOLITAN HOTEL, CAIRO

A popular family hotel in the centre of the town. Every modern luxury and convenience, including private bath for every room. Excellent cuisine. Exceptionally reasonable rates.



GRAND HOTEL, ASSOUAN

Situated on the banks of the Nile in one of the most beautiful spots in Egypt.

HOTEL AND SHOOTING PAVILION

In FAYOON PROVINCE, which is one of the most picturesque parts of Egypt. Also a Shooting Pavilion on the shores of LAKE KAROUN. This is a salt lake in the neighbourhood of FAYOON, and offers excellent facilities for shooting and fishing. Ideal for sportsmen.

A palace of comfort and luxury in unrivalled situation. Commanding magnificent views of the Nile and surrounding country.



SEMIRAMIS HOTEL, CAIRO

Built on granite foundations above the river level, in dry surroundings and invigorating air.



CATARACT HOTEL, ASSOUAN

A veritable Oriental palace. At the foot of the Great Pyramid, on the border of the Libyan Desert. All sports.



MENA HOUSE HOTEL (Pyramids) CAIRO



THERMAL ESTABLISHMENT, HELOUAN



HELOUAN

medical staff. Helouan—Egypt's premier health resort—stands on high ground close to Cairo. The Grand Hotel offers everything necessary for the comfort of invalids, and special arrangements can be made for diet, attendance, massage and other forms of treatment. Golf on finest sand links in the world. Tennis and dancing.

DELICIOUS FRENCH COFFEE.

RED WHITE & BLUE

For Breakfast & after Dinner.

In making, use LESS QUANTITY, it being much stronger than ORDINARY COFFEE.

READ AND KEEP . .

"The Sketch"

Every Wednesday,
ONE SHILLING.

High Blood Pressure

Heart Attacks, Palpitation, Shortness of Breath, Giddiness, Headaches, Strokes, etc., are usually due to Hardened Arteries. Successful treatment with Doctor Mladejovsky's Drosil Tablets as reported in "THE LANCET." Literature free:—DROSIL AGENCY, 4 C, 26, Sun Street, London, E.C.2.

NOVIO

TOILET PAPER

Rolls, Packets & Cartons THIN
—most economical.
Soft
Sold everywhere.
Strong
Silly

See the "Lancet's" opinion, 27th July 1907



Tricoline For value & service.

A
Wemco
FABRIC.

FROM the set of the cuffs to the general style of the garment, a "TRICOLINE" Shirt reveals *better* work and *better* finish. Cut from a high-grade finely-woven fabric, specially suited to men's purposes and in all the most popular designs. In Shirts, Collars and Pyjamas of "TRICOLINE," comfort and colours endure. Sold by LEADING HOSIERS, OUTFITTERS and STORES.

If any difficulty, write M.18, "TRICOLINE" House, 19, Watling Street, London, E.C. 4.

"Tricoline"

THE EQUAL TO SILK

SHIRTS, COLLARS & PYJAMAS

ASK TO
SEE

N.C. *Tricoline*

WEATHERCOATS.

Rainproof yet Porous, Light yet Warm



ROBINSON & CLEAVERS Irish Linen TABLE CLOTHS

The vogue for fine white Table Linen is returning. As a background for silver, glass and floral effects nothing is so charming or more suitable for variety of their table displays.

Robinson & Cleaver hold a large variety of beautiful Irish Linen Table Cloths and Napkins in artistic designs. Write for illustrated catalogue, which shows the entire range of the finest and best Table Napery.

Prices from—
TABLE CLOTHS. 2 x 2 yards 10/3 each
TABLE NAPKINS. 22 x 22 ins. 10/9 doz.
PRICE LIST & PATTERNS SENT POST FREE.

Carriage & C.O.D. Fees paid on orders of 20/- upwards in U.K.

ROBINSON & CLEAVERS

The Linen Hall.
156-168, REGENT ST., LONDON, W.1



He's making
headway now!

and the reason is simply that the 'Allenburys' Foods so closely resemble the natural milk. When breast feeding fails or is inadequate, do not hesitate: give 'Allenburys.'

Recommended for nearly half a century by the Medical Profession.

'Allenburys'
The Progressive System
of Infant Feeding

COUPON ILN

ALLEN & HANBURY LTD.,
37, Lombard Street, London, E.C.3.

Mrs.

will be pleased to receive, free of charge, a copy of the 'Allenburys' book, 'Infant Feeding and Management,' and 4-lb. sample of Food.

Her Baby's Age is:



RUBINAT-LLORACH



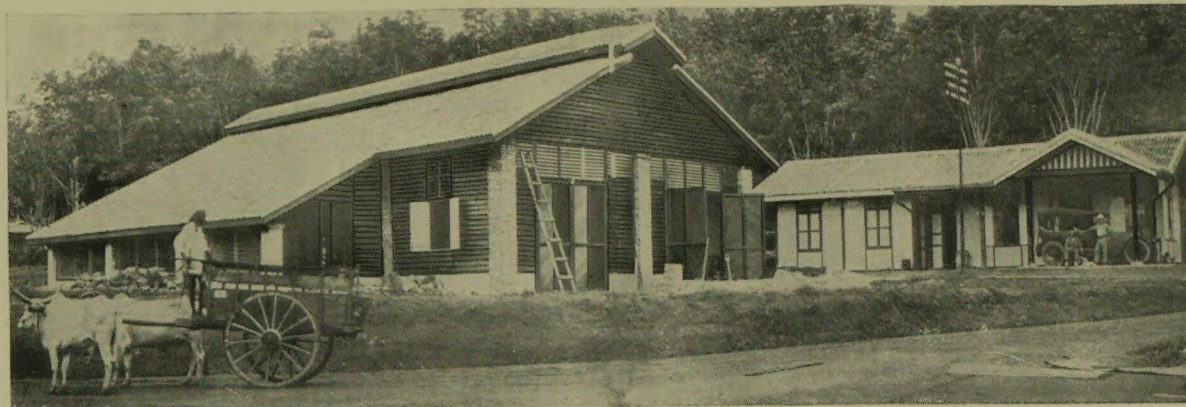
**NATURAL APERIENT
MINERAL WATER**

"British Medical
Journal" says:

RUBINAT-LLORACH
"A comparatively small dose suffices—a wineglassful (fasting)."

RUBINAT - LLORACH

Of all Chemists, Drug Stores, etc.



Estate Buildings on Rubber Plantation at Fuchong. Treated throughout with Solignum.

Wherever Wood is used Solignum preserves it

Wherever timber is used, Solignum follows as a matter of course to protect it. In temperate climates, where dry rot and decay play havoc with unprotected timber—in the tropics, where the white ant is an even speedier agent of destruction, Solignum is specified by Governments, Municipalities, Railways and Building Contractors. Solignum is also an attractive stain for wood.



THE WOOD PRESERVATIVE

Write for particulars and name of nearest Stockist to the Sole Makers & Proprietors:
SOLIGNUM LIMITED, 205 BOROUGH HIGH ST., LONDON, S.E.1.

POST THIS COUPON

Name

Address

S 21



Why go Grey?

HINDES' HAIR TINT

Hindes Hair Tint restores grey or faded hair to its original colour forthwith—brown dark-brown, light-brown or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over a million people. Medical certificate accompanies each bottle. Chemists, Hairdressers & Stores, 2/6 or direct: **HINDES, LTD., 60, Parker Street, Kingsway, London.**

THE LONDON ELECTROTYPE AGENCY, Ltd.

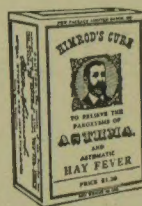
Publishers, Authors, Illustrated Press Agents, &c., should apply to the above Agency in all matters dealing with arrangements for reproducing Illustrations, Photographs, &c. Sole Agents for "The Illustrated London News," "The Sketch," &c.

10, ST. BRIDE'S AVENUE, E.C. 4.

ASTHMA

Sufferers from Asthma find instant relief in this standard remedy of 60 years standing.

4/6 a tin at all chemists.



**HIMROD'S
Asthma Cure**

A Guaranteed
McLintock
PURIFIED DOWN QUILT
MADE IN ENGLAND AT BARNSELY

The
"Queen
of
Quilts."

The McIntock label is an outstanding example of good faith and good work.

It is the maker's guarantee that the quilt is worthy the McIntock name for quality and value, and it is your guarantee of long and satisfactory service.

Filled with Pure Odourless Down. In most beautiful and attractive colourings and designs. See them at all leading Furnishers, Drapers, etc. Insist on a McIntock.

McLINTOCK & SONS, LTD.

Barnsley and London.

(ESTABLISHED 1860).

**THE HALL-MARK OF QUALITY
ON EVERY McLINTOCK QUILT**

McLintock
PIONEER IN THE MAKING OF
DOWN QUILTS



*The Finest Whisky
on 'Record'*